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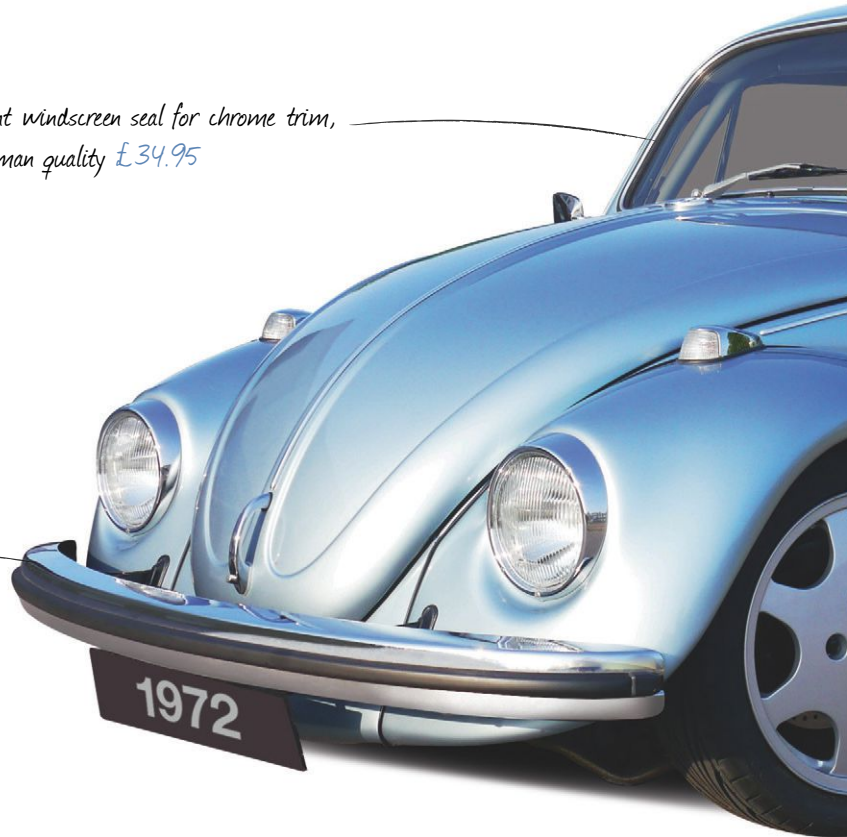
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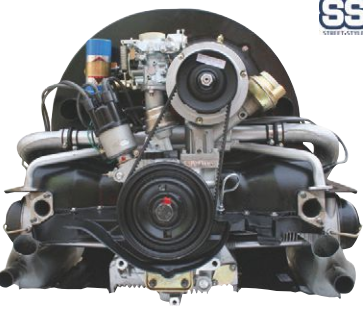
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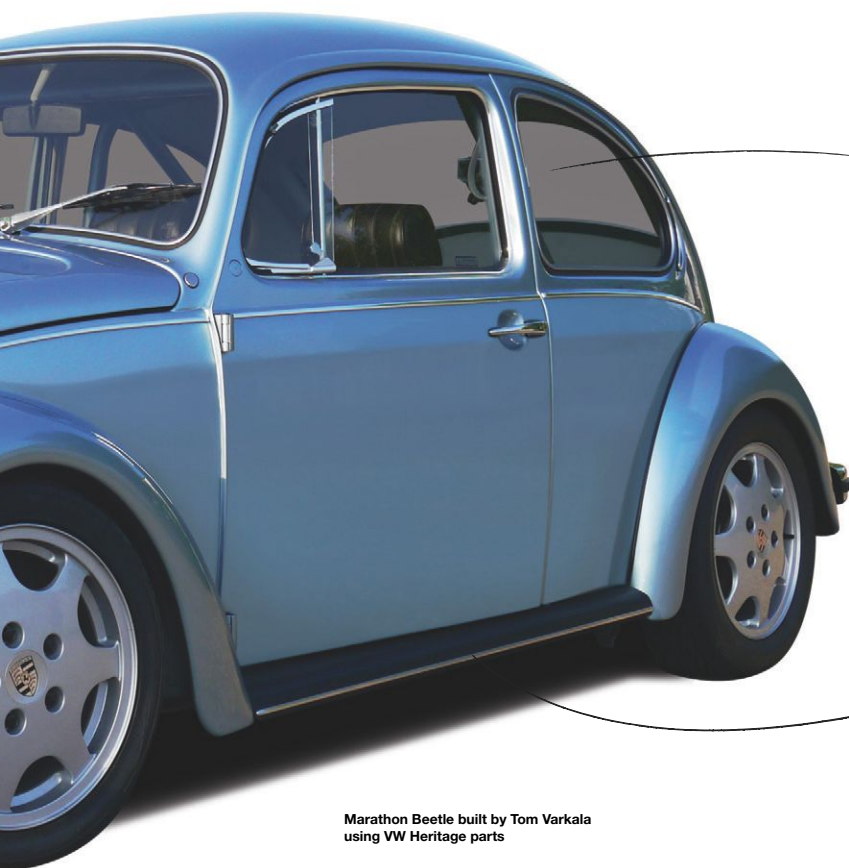


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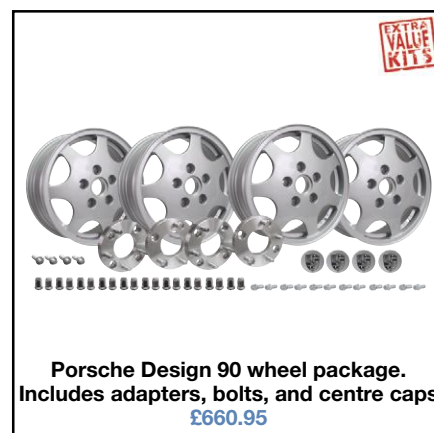
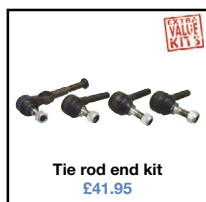
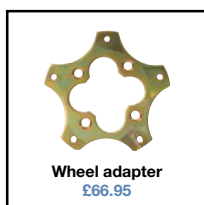
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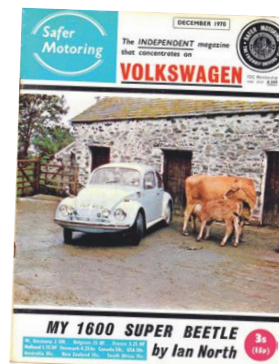
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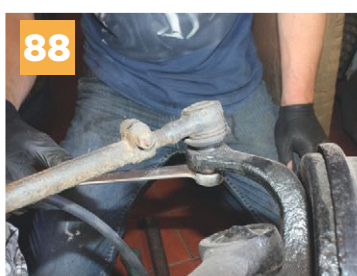


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VOLKS
WORLD

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The July 2017 issue of
VolksWorld goes on sale

Friday 2 June

Don't miss it!



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Welcome to the mag

Bristling with anticipation, the drive from Brittany to Calais in my nearly classic A6 took no time at all. With the tunnel negotiated, after a short blast along the M20 / M25 I soon picked up the signs for Sandown Park. Having left home at 5.30am I was pretty famished so decided to make a quick pit stop at Sainsbury's on the outskirts of Esher. After all those Breton crêpes, egg and chips has never tasted so good. As I made my way out of the store, grabbing some teabags and a couple of jars of Marmite on the way, I spotted a strangely familiar face. Sporting oversized sunglasses, a mop of straggly red hair and curiously puffed up cheeks, I identified the stranger as Mick Hucknall from *Simply Red*. No, really, it was! Seeing a celebrity of this calibre (or someone who looked so damned similar) seemed to set the scene for what was to come over the weekend of 25-26 March. You see, as I was about to find out, the racecourse in leafy Esher was soon to be awash with similarly awe-inspiring sights.

Needless to say, we've got a full report on how this year's *VolksWorld Show* panned out on pages 24-30 in case you missed it. I, for one, thought it was a fantastic event. From the moment I arrived on Thursday afternoon 'til the Sunday evening when I packed up the car to go home, I enjoyed every second. And judging by the feedback, and the fact that attendance was up 1.5 per cent on last year, you did too.

The highlight for me, apart from the cars of course, was meeting you, the readers. The sheer enthusiasm I witnessed over the two days, the friendliness and feeling of camaraderie left me tingling with positivity. The individual that made the biggest impact was Peter Ferguson (pictured with his car below) who had driven all the way from Castlederg in Northern Ireland to Sandown in his mint Java Green '67 Beetle. Peter still remembers picking up his first copy of *VolksWorld* as a 15-year-old in the mid-1990s and he's been reading it ever since. During our conversation he revealed that *VolksWorld* had both inspired and educated him for a lifetime of air-cooled adventures and, while he'd made the pilgrimage to Sandown three times before, he never in his wildest dreams thought he'd have his car in the show. Following our chat, he emailed me afterwards saying he'd had an amazing time, and that meeting me and Ivan McCutcheon was like a dream come true. It might sound daft, but this almost bought a tear to my eye when I read it.

Surrounded by piles of sparkling feature car photos, magazine flatplans and mouldy, half-drunk cups of syrup-like coffee, I felt totally humbled. I guess if we've been having this kind of impact on people for the last 30 years we must be doing something right.

Ian Cushway
Editor



“ The highlight for me, apart from the cars of course, was meeting you, the readers ”



What do you think?

Let us know what you'd like to see in the magazine – email volksworld.ed@kelsey.co.uk

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Show calendar

Make a date in your diary for these forthcoming shows both here and in mainland Europe

May

Vanwest

Date: 5-7 May 2017

Location: Brean Sands, Somerset

Contact: www.vanwest.net

Bulli-Days

Date: 5-7 May 2017

Location: Vöhl-Herzhausen, Germany

Contact: www.bulli-days.de

Meeting VW

Date: 5-7 May 2017

Location: Saint-Maur, France

Contact: facebook.com/Lescopainsdelacox

Earlybay Campout

Date: 5-7 May 2017

Location: Banbury

Contact: www.earlybay.com

Bug Run Picnic

Date: 6 May 2017

Location: Gärdet, Stockholm, Denmark

Contact: www.bugrun.com

VW-Audi Treffen

Date: 13-14 May 2017

Location: Tuggen, Switzerland

Contact: www.vw-audi-treffen-hoch-ybrig.ch

Döbelner Bushaltestelle

Date: 25-28 May 2017

Location: Döbeln, Germany

Contact: www.kaeferbande-doebeln.com

Maggiopeople

Date: 26-28 May 2017

Location: Tornaco, Italy

Contact: www.maggiolino.it

VolksRiders Camp Meet

Date: 26-28 May 2017

Location: Madrid, Spain

Contact: [facebook/volksridersMadrid](https://facebook.com/volksridersMadrid)

June

Bullitreffen am Murnersee

Date: 2-5 June 2017

Location: Murnersee, Germany

Contact: <http://vw-bustreffen-murnersee.npage.de>

VW Expo

Date: 4 June 2017

Location: Stonor Park, Oxfordshire

Contact: www.abvwc.com

Bug Run

Date: 9-11 June 2017

Location: Mantorp Park Raceway, Mjölby, Sweden

Contact: www.bugrun.com

Bristol Volksfest

Date: 9-11 June 2017

Location: Birches Farm, Bristol BS41 9AG

Contact: www.bristolvolksfest.co.uk

Hurst Dubfest

Date: 9-11 June 2017

Location: Hurst View, Lymington, Hants SO41 8AL

Contact: www.hurstdubfest.co.uk

Nordsee Bulli Treffen

Date: 9-11 June 2017

Location: Wesselburenerkoog, Germany

Contact: www.nordseebullitreffen.de.to



VarWagen

Date: 10-11 June 2017

Location: l'Argentière à La Londe-Les-Maures, France

Contact: www.varwagen.com

Oberweser Bulli Treffen

Date: 15-18 June 2017

Location: Oberweser, Germany
Contact: www.oberweserbulli.jimdo.de

Mighty Dub Fest

Date: 16-18 June 2017

Location: Alnwick Castle,
Northumberland NE66 1NQ
Contact: www.mightydubfest.co.uk

VW Bus Treffen

Date: 16-18 June 2017

Location: Mörel, Switzerland
Contact: <http://vwbustreffen.ch>

VW Bus Treffen

Date: 16-18 June 2017

Location: Lichterfeld, Germany
Contact: www.bulli-den.de

Air-Watercooled

Date: 18 June 2017

Location: Eghezée, Belgium
Contact: www.air-watercooled.com

VW Käfer Treffen

Date: 18 June 2017

Location: Wettstetten, Germany
Contact: www.franzlsvw.de

European Bug-In

Date: 30 June-2 July 2017

Location: Chimay, Belgium
Contact: www.europeanbugin.com

VW Bus Treffen Barracuda Beach

Date: 30 June-2 July 2017

Location: Neustadt-Glewe, Germany
Contact: www.barracuda-beach.de/vw-bus-treffen

July

Bullis Verbinden

Date: 6-9 July 2017

Location: Soltau, Germany
Contact: www.bullis-verbinden.de

Bundle O'Dubz

Date: 7-9 July 2017

Location: South Woodham Ferrers, Essex
Contact: www.vwbod.co.uk

Coxwenn Club

Date: 9 July 2017

Location: Calais, France
Contact: coxwennclub62@hotmail.com



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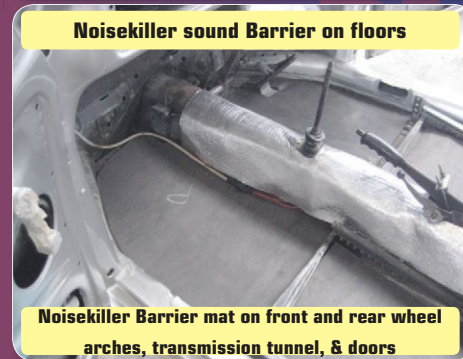
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Gilder collection sold

Auction fever gripped VW enthusiasts as three Beetles, a Split Screen Camper and a late '60s Karmann Ghia from the Gilder Group went under the hammer at H&H's Duxford sale

The Gilder Group, one of the first VW/VAG dealership in the UK, acquired the small collection of air-cooled cars for promotional purposes and used to rotate them between its 19 showrooms. The idea was to drum up a bit of interest, reinforce the brand so to speak, and in marketing terms generate extra footfall. When JCT600 bought the Gilder Group's VAG dealerships the collection was transferred to the private ownership of the Gilder Group's chairman, who subsequently decided to put them up for auction at H&H Classic's Duxford sale on 29 March 2017.

First to enter the ring was a gleaming 1978 Last Edition Beetle. According to the metal plaque on the dash, it's



number 65 of the 300 made. It's covered just 26,000 miles from new but it's been re-sprayed because its original paintwork had deteriorated. Otherwise, it's all totally original and there's been just one registered keeper from new. There were 640 Emden built Beetles exported to the UK for the 1978 model year, however only the 300 Diamond Silver cars were intended to have the special numbered plaques – hence why they are recognised as being the true 'Last Edition' cars. Entered with an estimate of £8,000-£10,000, it eventually sold for £11,463.50.

The second Beetle in the sale was a Brilliant Orange '72 with 67,000 miles on the clock. It's a multiple concours winner apparently, the first owner, Raymond Clarke, having owned it for the first 32 years of its life. He originally purchased it from the Gilder Group and on his death, they bought it back again. With a pre-sale



It's rare for so many totally pristine VWs to come up for sale at the same auction

estimate of £12,000-£16,000, it made a hefty £17,592.50.

The metallic green 1303 has covered just 17,700 miles and had three former keepers before joining the Gilder Group Collection in 2002. It's a late model (1975), hence the bumper mounting of



the indicators and again, it all looks very original and features a beige/tan corduroy interior. The estimate on this one was £8,000-£10,000 and it sold for £9,307.



The Split Bus in the sale dates from 1967 and was imported from the US in 2003. It's appeared in *VolksWorld* previously and boasts a custom teak interior. The catalogue description says the chassis and bodywork is excellent and absolutely straight. There is a body plaque confirming the Stateside conversion was carried out by the EZ Camper Co based in

Little Rock, California. Upgrades include a lowered uprated suspension, twin carbs, 'gas burner' alloys, and a 1303 Beetle gearbox. It is fully refitted in the back with black and white checked flooring and white leather trim. Fitted out with a cooker, fridge and all the necessary electrics – it's ready to roll. It went into the sale with an estimate of £25,000-£30,000 and sold at the lower end of this at £26,437.50.

A black '68 Karmann Ghia convertible with an estimate of £40,000-£50,000 was also entered but as far as we are aware, failed to sell.

Got a story?

Tell us by emailing volksworld.ed@kelsey.co.uk

REMEMBER THIS?

10 years ago in *VolksWorld*...

Back in June 2007, our roving Bus reporter, Rikki James, was getting all hot under the collar about a Barndoor he'd spotted. Why? Because it was festooned with every conceivable factory M-code option imaginable, including Safari windows, Deluxe body and bumper trims, Behr air scoop above the windscreen, wiper disengagers and a six-leg Bekowa roof rack. Oh, and that's not to mention the aluminium flip-out side step, the full-width Deluxe dash, the six pop-out side windows, the foldable bulkhead table and the steel and glass cabin divider. We could go on... But where is said vehicle now, we wonder?



STARTER MOTOR

Email your news, thoughts, opinions and products to VolksWorld.ed@kelsey.co.uk

Latest Stuff

AIRFIX QUICK BUILD BUS

From: www.airfix.com/quickbuild

Price: £14.99

Making its debut at this year's *VolksWorld Show*, we couldn't wait to have a go at assembling the latest addition to Airfix's QUICK BUILD range. The brilliant thing about it is that it's designed and made in the UK and doesn't involve any glue or paint in its construction. It also happens to be an officially licenced product, which always adds kudos.

Made up of 42 individual pieces, you start by making up the chassis, assembling the sides, then simply attaching the side panels, complete with the windows, to the chassis. This proved a little tricky to begin with, and our advice here is to get the side panels pressed in properly to the chassis before adding the front and back sections. Once the roof is on, however, it all becomes a lot more rigid. The last little job is to add the number plate and light stickers and the delicate wing mirrors. The whole build from start to finish, including it falling apart to begin with due to the blocks not being fully engaged, took around 20 minutes. For a plastic kit, the end result is solid and visually pretty impressive. In fact, we reckon it looks really cool.

There are loads of other kits to make, including a blue Beetle (£12.99) which is just as nicely made and solid, so if you're looking for something for the kids to do while out and about, or want a new addition to your model collection, then go for it.



RETRO SUN CANOPY

From: www.justkampers.com

Price: £140

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From: www.autocrafteng.co.uk

Price: £48 each

Auto Craft Engineering has started producing their own rear bumper brackets for 1972-'79 Bay Window Buses. As always the team at Nuneaton-based Auto Craft have done things by the book, making them from the correct gauge steel and to the same specification as the original parts, so not only will they fit perfectly but they'll last a long time too.



Bay in eBay challenge

Alongside an Alfa Duetto and a '64 Series 2 Land Rover, a shortened 1974 Bay Window restoration project will feature in this year's eBay Car Challenge.

All three vehicles will be transformed over the next three months using parts and accessories from eBay, with each of the three restorers receiving a budget of £4,000 and a deadline of 10 July to make their restoration dreams a reality.

The already shortened Bus belongs to Carl Pickard who intends to add a contemporary twist to his vehicle by installing a Subaru engine and a monster stereo system. As he puts it: "The goal here is not to restore it back to the original state, but to make this a statement vehicle." Somewhat worryingly, he continues: "It's going to be a two seater. Picture a fresh, two-tone black finish with spinning 18-inch rims, LED lights and a sound system to wake the dead. This will be the Death Star on four wheels." Erm, we can't wait. You can follow progress by clicking on www.ebay.co.uk/carchallenge.



eBay

Carl's 1974
VW Bay Window
Shorty

Car
Challenge
2017

Experience VW Expo

We've always been big fans of the laid back vibe at Stonor Park, so if lounging around in the grounds of a stately home on a sunny Sunday afternoon in June (the 4th, to be precise) sounds appealing, make a big black mark in your diary now.

The show will have live acoustic music courtesy of The Superphone, an expanded autojumble/swapmeet, a special VW Group only parking area and a cars for sale section. There will be a People's Choice Pride and Joy competition among cars in the aforementioned VW car park.

Seven years has passed since the Association of British VW Clubs took on the Stonor show, meaning that it is now organised by a clutch of members belonging to five ABVWC clubs – Aircooled Konnection, Herts VW Club, Jetta Owners Club, Oxford VW Club and Surrey Aircooled – on behalf of the many UK based

clubs that reside under the ABVWC umbrella. And, of course, VW Expo couldn't happen without its sponsors, namely Adrian Flux Insurance Services and VW Commercial MAN dealers, Cordwallis Group.

The mix of vehicles on display is usually varied and the quality is kept high by the fact that the concours arena features 22 classes of 12 vehicles. The popular Air-cooled Avenue and Water-cooled Way club displays offer visitors lots of other cars to drool over throughout the day.

The show car entry was oversubscribed last year, so the organisers say it is best to book your place in advance to avoid disappointment, as entries on the day will be confined to the public car park.

They're also looking for help, if anyone's in a position to offer it, either with the organisation, marshalling or show judging. If you're an exhibitor, it's also worth getting in touch.

Incidentally, VW Expo at Stonor Park is a not-for-profit enterprise run by volunteers, supporting a number of charities and its host, the Stonor Estate, for the upkeep of the deer park and the manor house from the gate admission charge. For more details visit www.abvwc.com or email committee@abvwc.com.



C&C buy auction Split

You might have seen this in *The Sun* newspaper, under the headline, *Trash to Treasure*, with an equally attention grabbing byline "How you could make £100,000 with this rusted out 1960 Volkswagen van." Well, the guys at Custom & Commercial obviously did because the parts specialist ended up placing the winning bid when it appeared for sale at the Tennants auction on 26 March.

According to *The Sun* the 23-window Samba has been sitting in a barn for the last 20 years after its owner completely dismantled it. Basing their calculations on a pre-sale estimate of £15,000-£20,000 and a final value of £100,000 fully restored, the newspaper in question suggested that the new owner could be sitting on a hidden goldmine. "While it needs more than a few hundred pounds put into it to get it back up to scratch, with £80,000 to work with before breaking even, there's a tidy profit to be made," the newspaper explained.

Of course Justin and the rest of the crew at C&C are well aware of what's involved, but being an original right-hand drive example, and sold complete with what the auctioneers described as a 'substantial amount of parts' we expect they were pretty pleased with their £23,000 winning bid and relieved the newspaper article didn't attract more bidders.



Camera, lights... VW Action

Now in its 41st year, VW Action is the longest running VW show in the world and has, in one form or another, been the true jewel in the crown of the UK VW show calendar.

The 2017 event, which takes place on 1-3 September at the Santa Pod Raceway, Wellingborough, Northants, promises to continue this tradition with a wide range of attractions designed to appeal to the whole family. Said show organiser Brian Burrows: "This year's Action will feature Jensen D Groover's Masquerade Ball with Saturday evening's stage dressed as a cross between *Strictly Come Dancing* and a slightly twisted Viennese Palace." We're not sure what all that means to be honest, but it certainly sounds fun.

As always, explains Brian, more than anything VW Action is about the cars. "Action is one of few shows which is truly about everything Volkswagen. The event welcomes the arrival of every VAG vehicle with equal enthusiasm. Early and late Buses, 'old' and New Beetles, Golfs, Polos, and every other representative of the water-cooled range, street cars, show cars, race cars and much more." For that reason alone, we'd say, it's certainly worth going along. Find out more by visiting www.vwaction.com.



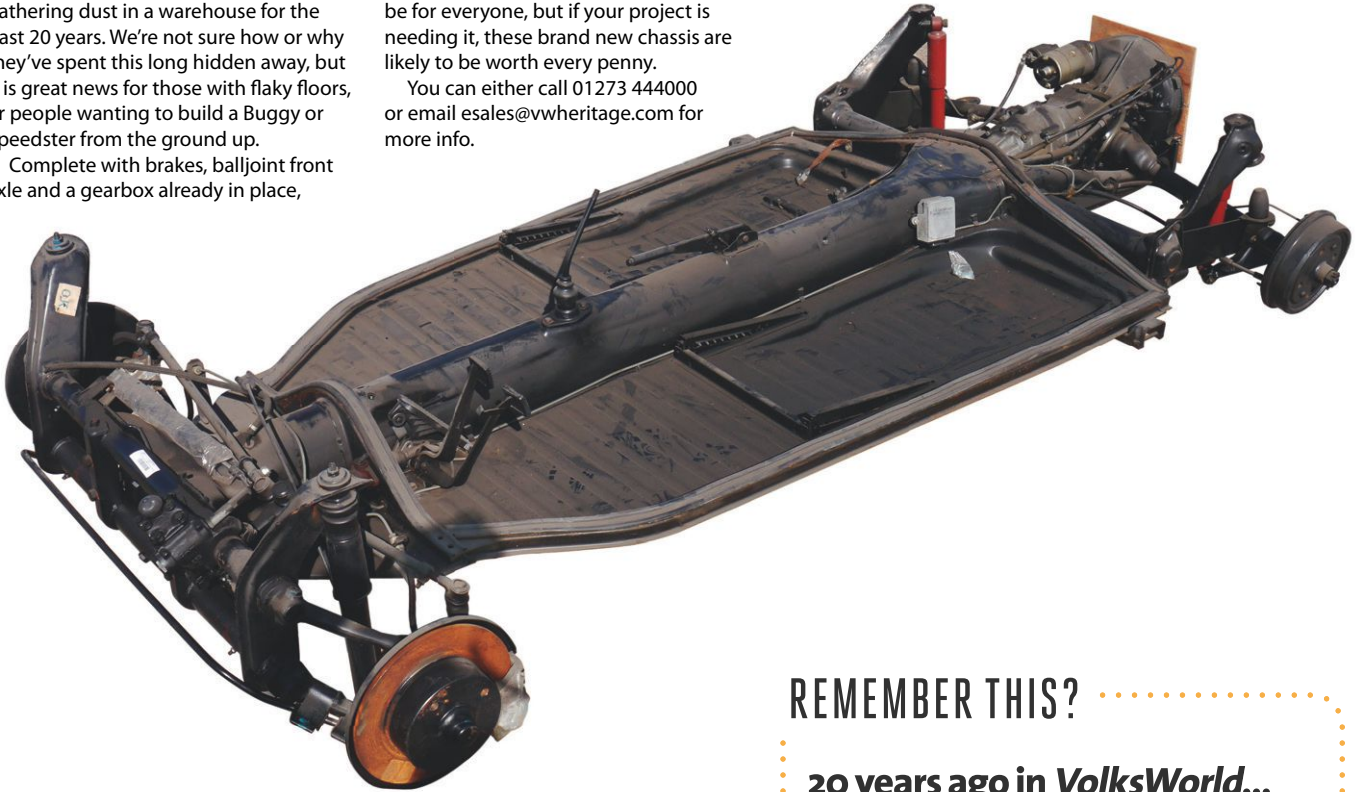
Chassis stash discovered

VW Heritage has managed to turn up five New Old Stock Brazilian Beetle chassis that have been gathering dust in a warehouse for the past 20 years. We're not sure how or why they've spent this long hidden away, but it is great news for those with flaky floors, or people wanting to build a Buggy or Speedster from the ground up.

Complete with brakes, balljoint front axle and a gearbox already in place,

it only needs some wheels, a steering column and an engine and you'll be off. Priced at £6,000 plus VAT they won't be for everyone, but if your project is needing it, these brand new chassis are likely to be worth every penny.

You can either call 01273 444000 or email esales@vwheritage.com for more info.



REMEMBER THIS?

20 years ago in VolksWorld...

In June 1997, while trawling through his archive, founding editor, Keith Seume, found a picture of some Swedish Split Window rally cars. They're possibly ice racers, judging by the studded tyres and the fact that there's stone guards under the front apron – presumably to protect the suspension and underneath of the fuel tank. We can't help but think there's a military link here somehow, or maybe that's down to the slightly regimented pose of the drivers...

INTRODUCING... BUTTY'S BITS

Chances are, you'll know founder Simon Butland for his throttle kits. If not, suffice to say he instantly made life for hundreds of VW enthusiasts much easier with these six years ago. In a nutshell, Simon custom makes parts that you'll find it impossible to source elsewhere – like the beautifully fabricated stainless Westfalia roof hinges he currently sells lots of. As he puts it: "If someone comes to me and says, 'I can't get this,' I'll have a go at making it." All round top bloke and a very useful ear to bend if you're struggling to find that missing part for your build, it's worth keeping him among your useful contacts list.

Website: www.buttysbits.com



This Sporting Life

Keith Seume digs through his photo files and unearths a few examples of the way in which some VW enthusiasts have spent their free time over the years. Everything from rallying and rallycross to stock car racing, the poor air-cooled VW has done it all!



STARTER MOTOR

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Camping at the Castle has established itself as a must-do event for thousands of VW Lovers!

This family-friendly VW festival takes place this year over the weekend of 28-30 July at the historic Eastnor Castle in Herefordshire, arguably the most picturesque location on the show calendar.

With fun for all the family, we're sure there will be something for everyone!



Show 'n' shine – prizes galore!

The real stars of the show are the VW Campervans in all their shapes and sizes, from the earliest air-cooled to today's water-cooled Transporters. With a show 'n' shine, club displays and special displays, there is plenty to play for! If you want to enter your ride for the show 'n' shine, sign up in advance by contacting camper.show@kelsey.co.uk.

Soapbox challenge

After the success of last year, the Soapbox Derby returns for 2017. With a new course and extra challenges, the Eastnor Castle all-action Soapbox Derby is sure to be one of the highlights of the weekend. We encourage as many of you as possible to build a racer and take part on the day! Maybe grab some mates and build the ride to beat all others?

No need to worry about time, some of the best entries last year were built in a weekend! Before you start building your trusty steed, check out the details on our website. Let battle commence!



Live entertainment

We're lining up the perfect mix of music to spice up your weekend. We're not talking about hardcore dubstep, but a fine selection that is sure to get everyone up on their feet! So far, we have The Del Sharrons and a great DJ! Keep checking the website for updates to find out what else we have lined up this year!

T4-T6

Making a return from last year's success are our special show 'n' shine categories for late model water coolers. Make sure you let us know what you are bringing in advance, we'd love to hear from you!



Clubs

If your VW club is interested in attending, we offer large club plots so your club can camp together, saving your members some cash. Check our website for more details.

Show shorts

KIDS ZONE

Van Man leads the fun in the kids' zone, with soft play and arts and crafts, while the main area offers a variety of activities, with plenty to watch and plenty to participate in! There will even be trade stands and a swapmeet, both great places to pick up a bargain or that hard-to-find part.



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If you buy an advance weekend ticket, you will save cash! An advance weekend ticket covers your weekend entry and camping costs for just £39. Order yours before 1 June and receive a free T-Shirt and Show Guide! Don't miss out on this year's most exciting show!



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www.volksworldshows.com



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VOLKSWORLDSHOWS.COM

Flower power: the story of the bud vase

Stinky Volkswagen? No matter – simply add flora, courtesy of a dash-mounted vase, something drivers had been doing for decades before the Beetle came along

Words
Richard Gunn

> An orange Beetle and a yellow flower can make even a typical British summer's day seem bright and cheerful



It is, without doubt, one of the accessories most associated with the original Beetle. And, interestingly enough, its new incarnation in 1997. What am I talking about? Why, the bud vase, that favourite way of bringing flower power to the dashboards of Beetles for many decades. But although these little pots of floral joy have become particularly identified with Volkswagens, they've actually been around for much longer than the Type 1. And were rather more a necessity than a decoration in their early days. This is the brief history

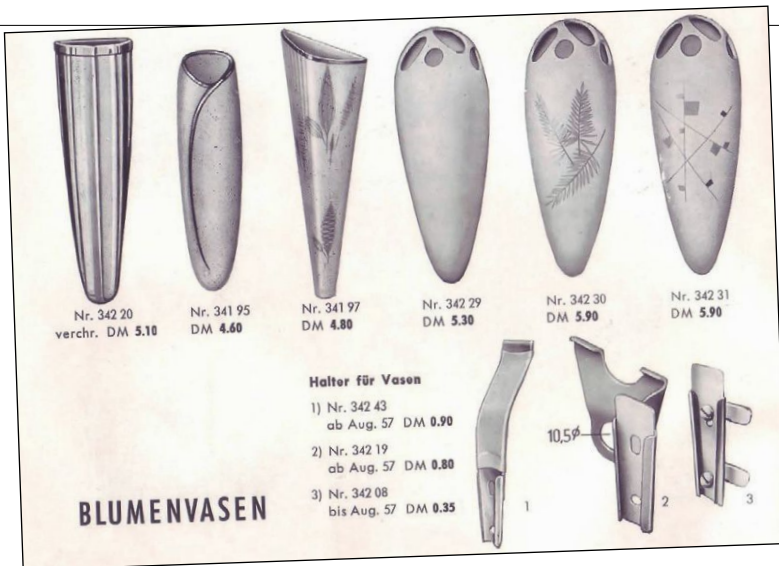
of how vases, vehicles and (especially) Volkswagens became unlikely bed fellows.

Odour eaters

Back in the early days of motoring, cars and the streets they drove along weren't exactly the most pleasant of environments. On enclosed vehicles, there was generally precious little ventilation – especially on rainy days when opening a window wasn't the best idea – and assorted car pongs such as exhaust, petrol and battery acid fumes easily pervaded cabins. The driver and any passengers might not have smelt too much better either, deodorant only becoming prevalent from the 1950s onwards. It wasn't always an improvement if you did open windows – for automobiles were still battling the horse for supremacy on the roads, and equine exhausts left more solid and smelly deposits. It was all rather pungent, to say the least. Especially on hot, sunny days.

As bizarre and frightening as it may be to contemplate, this was a primitive world before magic tree air fresheners. The closest thing to a magic tree was an even more magical real flower – which is one of the reasons why buttonholes and boutonnières on jacket lapels evolved. Then somebody came up with

“By far the classiest were the quite exquisitely decorated porcelain items made by Rosenthal”



^ Back in the day, blumenvasen could be rather elaborate and hold multiple stems. We'll take number 342 31, please. Has anybody got six Deutschmarks we can borrow?

the idea of essentially creating a buttonhole for cars, in the form of a small, detachable vase. Who, exactly, is lost in the mists of history, but such accessories were certainly being marketed in 1895, only 10 years after Karl Benz had built his Motorwagen and kicked-started car culture. With one or a couple of flowers placed inside, they provided a welcome whiff of nice fragrance to counteract any less agreeable odours. And they looked jolly nice too, coming in glass, crystal, metal, china, wood or even silver or gold if you had the dosh.

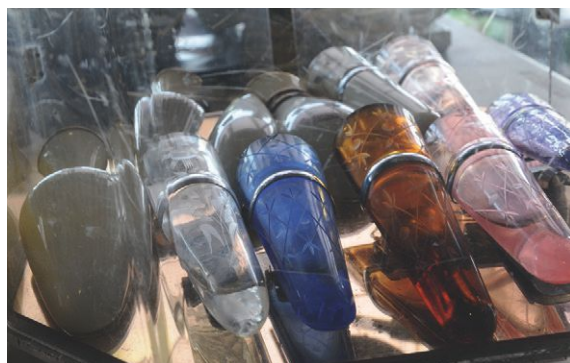
Something fishy

Initially, these items were sold in jewellery shops, catalogues and the gradually-increasing number of motoring parts stores. However, it was Henry Ford who popularised them – dubbing them ‘auto vases’ and mass-producing them alongside his 1908-1927 Model T as an official Ford accessory. Thus they entered the mainstream, long before their popular association with Volkswagens.

Fast forward a few decades and the post-war Volkswagen Beetle is finally on the scene and starting to do pretty well for itself. But there are a few issues with these early cars. The first ones tended to smell of fish during wet weather because a fish-based glue was initially used for interior trim. Granted, this issue didn't last too long. However,

^ Cut coloured crystal always looks nice against a classic metal dash

fumes from the front-mounted petrol tank, exhaust gases leaking into the heat exchangers and battery acid vapours emanating from under the rear seat did persist,



^ If you didn't want to drill a hole in your dash, then suction cup versions were available. This plastic Meier version also came with its own (fake) flower



and didn't make being in the first Beetles that great. A florist was definitely in order.

'Blumenvasen' became dealer options from the early 1950s and that great pioneer of bolt-on Beetle accessories, Karl Meier of Kamei (see Under The Gunn, January 2017), the man who also dreamt up the roof-mounted trilby holder, fake tigerskin steering wheel cover and transmission tunnel waste paper bin, debuted his own version on a 1958 show car. Soon, a host of other aftermarket manufacturers were doing the same, using a variety of materials and attached via suction cups or, rather more permanently and solidly, clips that screwed onto the dashboard, over which the vase was slid. By far the classiest were the quite exquisitely decorated porcelain items made by Rosenthal, a German firm founded in 1879. They were almost too posh for a humble Volkswagen. Today, genuine originals can easily fetch well over £100.

^ Ceramic was the classy, if more expensive, option to make your Volkswagen smell nice

Gone to seed

By the 1960s, there was really little need for bud vases in cars of any kind, save for flamboyant decoration. But colourful vegetation sprouting from the dash of an air-cooled Volkswagen did go with the flower power hippy-ish image. And so, the bud vase became forever closely linked to the Beetle. So much so that, when the 'New' Beetle was launched in 1997, it came with a dash one as standard. It survived until the car's relaunch in 2011 when Volkswagen quietly dropped it because, so it is said, it didn't want its retro-rebodied Golf to become regarded as mainly for women drivers.

Of course, the original Beetle never had that problem, flowers or no flowers... ■

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BIG BORE SUPER STREET

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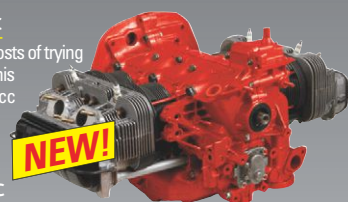
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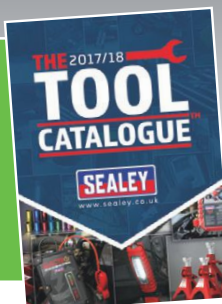
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Star quality

There were plenty of reasons why people travelled the globe to get to Sandown Park in March for one of Europe's biggest air-cooled gatherings. Here's some of them...

We pride ourselves on organising the air-cooled VW show that everyone wants to come to and, for the 25th year in succession, it was a case of business as usual this March at Sandown.

As organisers, we're content with giving ourselves a pat on the back for this year's event. We start selecting cars as soon as the last gnarly bit of soggy fag packet's been swept up from the previous year's event, but inevitably cars don't get finished in time, and there's still the issue of getting the right cars displayed in the right place. This year, thankfully, we're pleased to report it all went beautifully to plan – and even the glorious weather worked in our favour.

As always, there was the odd hiccup – and we admit, we didn't get everything right. Like the delay getting in on Saturday morning, which was a bit of a fiasco, and we'd like to offer our apologies for the stress this caused. We take a telling off for stuff like this on the chin, and we'll make sure we get it right next year.

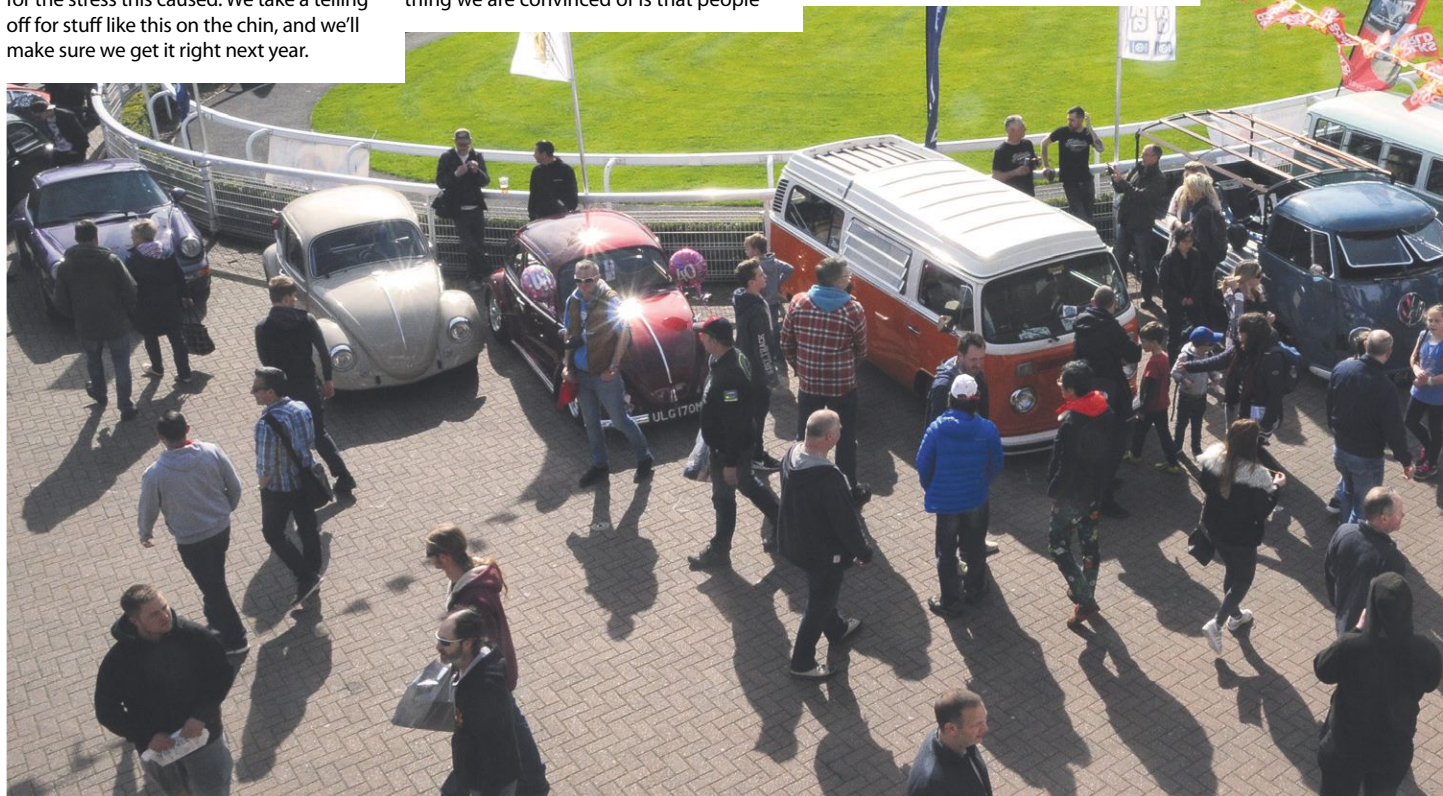
Of course, a show of this calibre just wouldn't have been possible without the enormous effort and sheer goodwill put in by the people who build the cars and bust a gut getting them there for the weekend. We're also indebted to all the clubs that fill the outside areas and the specialists who take trade space inside. And that includes the show's long-term sponsors, namely Carole Nash, Meguiar's, CamperVantastic and VW Heritage. You're jolly good eggs, one and all – so thank you!

Mix and match

It was difficult to identify any real emerging trend at this year's Surrey spectacular. The patina look was definitely less prominent, with more subtlety shown perhaps when it comes to lowering. We also noticed a few more Beetles outside than in previous years – reinforcing the notion that interest in them is gathering pace over Buses. One thing we are convinced of is that people

are now investing more heavily than ever in Beetle restorations and a *VolksWorld* reader we met in the swapmeet area confirmed this. Spurred on by the Split Beetle restoration series we've been running since last September, said reader told us he was finally getting round to tackling his early Beetle project. The fact that he was in the process of handing over a huge wad of notes to Wolfgang Pouzar at Wolfparts in exchange for a number of top quality panels, his way of putting his money where his mouth was, spoke volumes about the quality of work he was intending. What was nice was that Wolf gave the customer's young son one of his t-shirts, thus ensuring this particular reader's passion would automatically be passed on to the next generation of enthusiast.

So, once again, thanks for coming and thanks for helping make the show so special. We'll see you again in 2018. ■



SHOW REPORT

The VolksWorld Show 2017



**Top 20
WINNER**

^ If you thought Russell Ritchie's shocking pink Squareback looked a bit 1980s, you'd be right. The original 'Pepto' was built in the States by DKP member, Bill Schwimmer, and Russell's car is to be shipped back there for him to drive around again



**Top 20
WINNER**

> Damir Hrovat's Type 3 Karmann Ghia was nothing less than sensational. Thanks Damir for bringing it the 617 miles each way from Switzerland



**Top 20
WINNER**



**Top 20
WINNER**

^ Urs Beyeler came all the way from Switzerland with his '54 ragtop which was packed with nice details and touches

^ This isn't just any old electric Beetle. In fact, it takes the whole concept to another level. Check out those carbon bumpers. Bravo Richard Morgan



Ivan McCutcheon's car of the show

"The thing Oddball disliked about Moriarty in the movie *Kelly's Heroes* was his negative waves. I'm the same as Oddball – many would say I am one. What's this got to do with the show? Well, there were plenty of negative waves and rumours leading up to the show this year and they started pretty much from the moment news broke that *VolksWorld* was changing hands. I remained positive and fended off direct questions on the subject with the truth... I was not involved at any level with the show. But this all changed when I was invited by *VolksWorld* editor, Ian Cushway, to host the awards presentation and organise the show car judging. Being involved wasn't something I would ever turn down, as I have been part of every one of the 25 *VolksWorld* Shows and, hand on heart, I love the fact I am able to help make your visit worth all the effort – wherever you have travelled from.

As for my car of the show this year. Well, you're in for a bit of a shock as the vehicle that got my attention was a 1303. See, I told you! An absolute shed of a 1303. Yes, really. But it was properly mental. I later found out that the car was owned by a lad called Josh Gresswell who works for Type 2 Detectives. It might look like crap, but it was how it sat that got me. I've never seen a 1303 this low. Josh has junked the struts and fitted a link pin framehead and beam to get it on the deck. I loved it!"



Swapmeet treasures

One of our favourite activities over the weekend, apart from enjoying a shandy and a packet of Walker's in the Bear on Saturday night, is trawling through the swapmeet goodies. Here's what we spotted...



◀ How about a 30hp engine crankcase? You can tell it's an industrial application by the 122 engine number



➤ Fancy giving your Beetle a period race look? If so, you'll need one of these Motometer rally dashes, complete with oil temperature gauge, clock and fuel gauge



⬅ Not that you'd really want to fit it, but this rare fake Karmann Ghia grille was a snip at £250



➤ We thought this might be an original at first, but it was a copy bought in France. It'd look nice on the bathroom wall for £60



◀ We were sorely tempted by this Mathe 100,000km commemoration watch sporting its original strap at £80



➤ Hazet spare wheel tool kit is rarer than the original one with the VW logo. Porsche 356 owners like them, too



◀ These Mera air deflectors would come in handy for winter driving. They were being sold with their original box and chrome trim for £130



Top 20 WINNER

⬅ Pierre Radojewski's Oval Cabriolet deserved its turntable position, and a Top 20 award



⬅ Spirit of the Show gong went to James Monroe. He drove his VW-based Speedster down from Solihull without any heating, using polishing cloths to keep his tootsies warm



◀ Who wouldn't want to try out one of CamperVantastic's T6 Californias for a weekend? The firm's prize for Best VW California Camper (a cool Cobb kitchen in a box) was awarded to Rob and Claire Gailor with their white T5

Show shocker!

You surely can't have missed this VW-powered 'Rustin' Allegro. It's the creation of Bryan Butler from Tutshop BMX. "It all started as a Photoshop project and kind of went from there," he admits.



✓ VW Heritage's campsite display, complete with Split and period accessories, was truly inspirational



SHOW REPORT

The VolksWorld Show 2017

Steve's Gosling's car of the show

"It was a different event for me this year, obviously, but I loved being here as a spectator. It's been a great show. For me, the car of the show was Lloyd's Beetle. It's just my kind of car, and the way it was done was phenomenal – and just how I would have done it myself."



Top 20 WINNER

✓ This Karmann Ghia Sport owned by Matthew Berry is just one of a handful made as a run-out model in the last year of production



Top 20 WINNER

✓ Mario Steinhauser from Germany graced Sandown with his oh-so-subtle looking Fastback



Top 20 WINNER

✓ Dean Hall's '55 Oval is a real DIY work of art with some nice touches, like the matt gold paint and the Hendrick's gin bottle, which serves as a brake fluid reservoir



Top 20 WINNER

✓ Richard Pearson's Bus was just so different – and the finish was superb



Top 20 WINNER

✓ If JK's Fridolin looks familiar, it's because it featured minus its smart new livery in our November 2016 issue



✓ Simon Rookes' full custom Bay Window Bus has lots of neat features, including suicide opening front doors



< Sam Brader's Australian-built '60 Beetle on air ride features a 1776cc engine with twin Dell'Orto 36DRLA carbs, electronic ignition and twin external oil coolers. An especially neat touch is the hi-fi controller concealed in the sun visor

> There was more to see downstairs, including our very own Cathal O'Toole's retina blasting yellow '80's Looker



< Diego Delespeaux was the man responsible for the restoration of this gorgeous Ragtop Split Window



> Khyam's doggy tent, complete with robot dog, was neat

> James and Louise Glasspool from Eastleigh picked up this Beetle bootlid from the swapmeet. Guess what – they're going to make it into a shelf for their front room!

Tempting buys



Wandering around the cars for sale area is another integral part of the weekend's shenanigans at Sandown, and one that's hard to resist whether you're looking to buy a car or not. We spotted lots of potential buys, including this project '63 Panel Van US import. It was being sold minus an engine for £8,450. Another nice find was this really solid looking '70 Westfalia. Never lowered or messed about with, it was being offered at £18,950.



< Scott Wickens' Pastel Green '54 appeared in our December 2001 issue. Since then the turbo motor's been swapped for an IDA unit



Fuzzy thinking...

Fuzz Townsend is a *VolksWorld* Show regular and was pretty complementary about the mag and the scene in general when we spoke to him. He's never actually owned a VW but he's got fond memories of the time when he used to ride in a Bay Window milk van as a boy. "It was in Sutton Coldfield and the local dairy, Woolner Bros, used a VW transporter for their rounds." His sister had a 1303, apparently. "The great thing about the VW scene is that it's all-inclusive. Everyone's welcome, regardless of what VW they own, and that's something that doesn't happen with other marques. There's lots of specialist support, too. Best of all, with so many shows, owning a VW is like having an invitation to party every weekend."



< Another really inspired and unique creation was Broen Messiaen's heavily modified '69 Beetle featuring 2.5-litre Type 4 power with throttle bodies, racing buckets, Boxster brakes and a Uniball suspension set up



SHOW REPORT

The VolksWorld Show 2017



◀ For us, Gregory Peere's Jupiter Grey '55 Oval was one of the nicest cars at the show. It's a seriously rare Standard model with a factory sunroof – the original 30 horse engine's been re-worked into a 1400cc unit by French engine guru, Jean Rene Feller



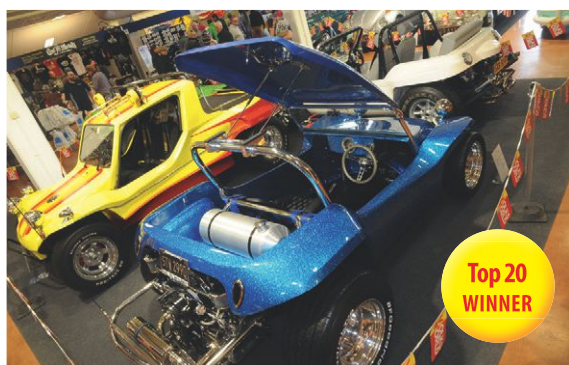
▲ This Ducati logo'd '58 Split caught our eye. It was formally a Swiss Army radio Bus, but looks a lot nicer in this livery



▲ Lookers made a historic link to VW Campers from the past with this gleaming new T6



▲ A special display of '67 Beetles appeared out front to mark the benchmark model's 50th anniversary



▲ Richard Clements' Buggy was festooned with custom features. The yellow Buggy in the background belonging to John Cavery was in the very first issue of *VolksWorld* in 1987

➤ Sam Eynon and her crew dressed accordingly alongside her '69 Bay



◀ This '50 Split was originally supplied to a Ben Pon dealership in Holland. We're looking to feature it soon...



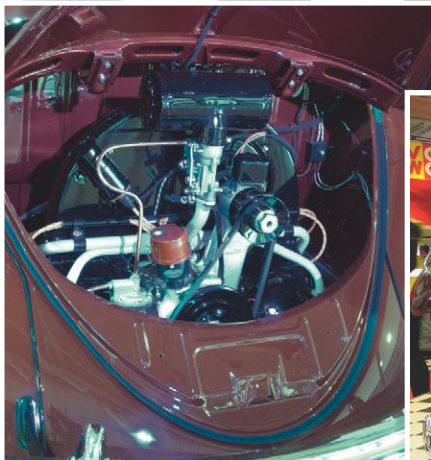
◀ Adam Young's Split Bus was one of several vehicles prepared by Absolute VW

Mark Walker's car of the show



"I was truly blown away by Lloyd Jackson's eagerly anticipated Bordeaux Red Split Beetle. Fred Noebert's Raspberry Dream back to '89 car brought back great memories of my younger years in the VW scene, whilst Peter Ferguson and his Java Green '67 Beetle won spirit of the show for me. As far as the car I'd have taken home though, Mario Steinhauser's incredible Fastback gets my vote – it just looks so right in every respect."

Best of show

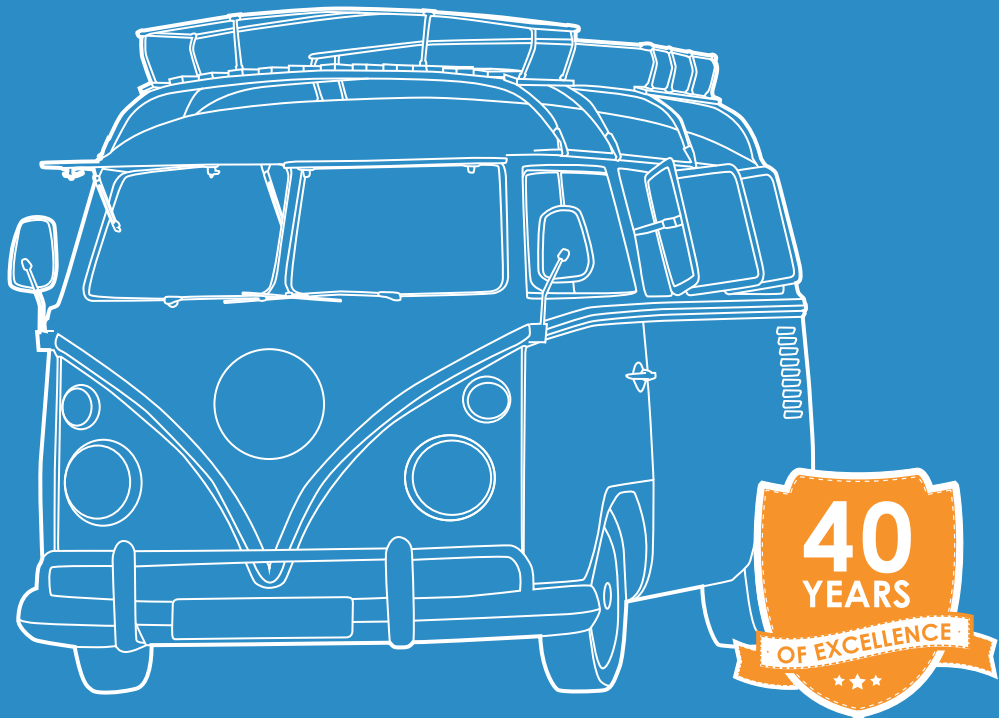


If you've ever carried out restoration work yourself you'll know first hand just how much skill and effort it takes to get a decent finish, let alone one that comes anywhere near show car standard. Which makes the quality of the show cars on display at Sandown even more awe-inspiring. A team of expert judges, managed this year by our very own Ivan McCutcheon, pore over the cars for most of the weekend noting every detail. Needless to say, because all the cars are fabulous, it's not easy picking an outright winner. However, the vehicle that garnered the highest number of total points – thus being awarded Best of Show – was Lloyd Jackson's 1950 Split Window Beetle.

Believe it or not, this car started out as a total basket case as recently as last September when it first appeared in the magazine. Since then it's undergone a meticulous nut and bolt restoration, with peerless attention to detail at the genius hands of master metalworker Lloyd and the guys at Deluxe Metalwork. The result, we think you'll agree, is totally stunning. The fact that it was completed in just eight months and involved the world's top specialists, makes it even more special. You'll be able to read a full feature on it soon, but this issue on pages 74-77 we cover the engine rebuild. ■

Picture by James Wallace

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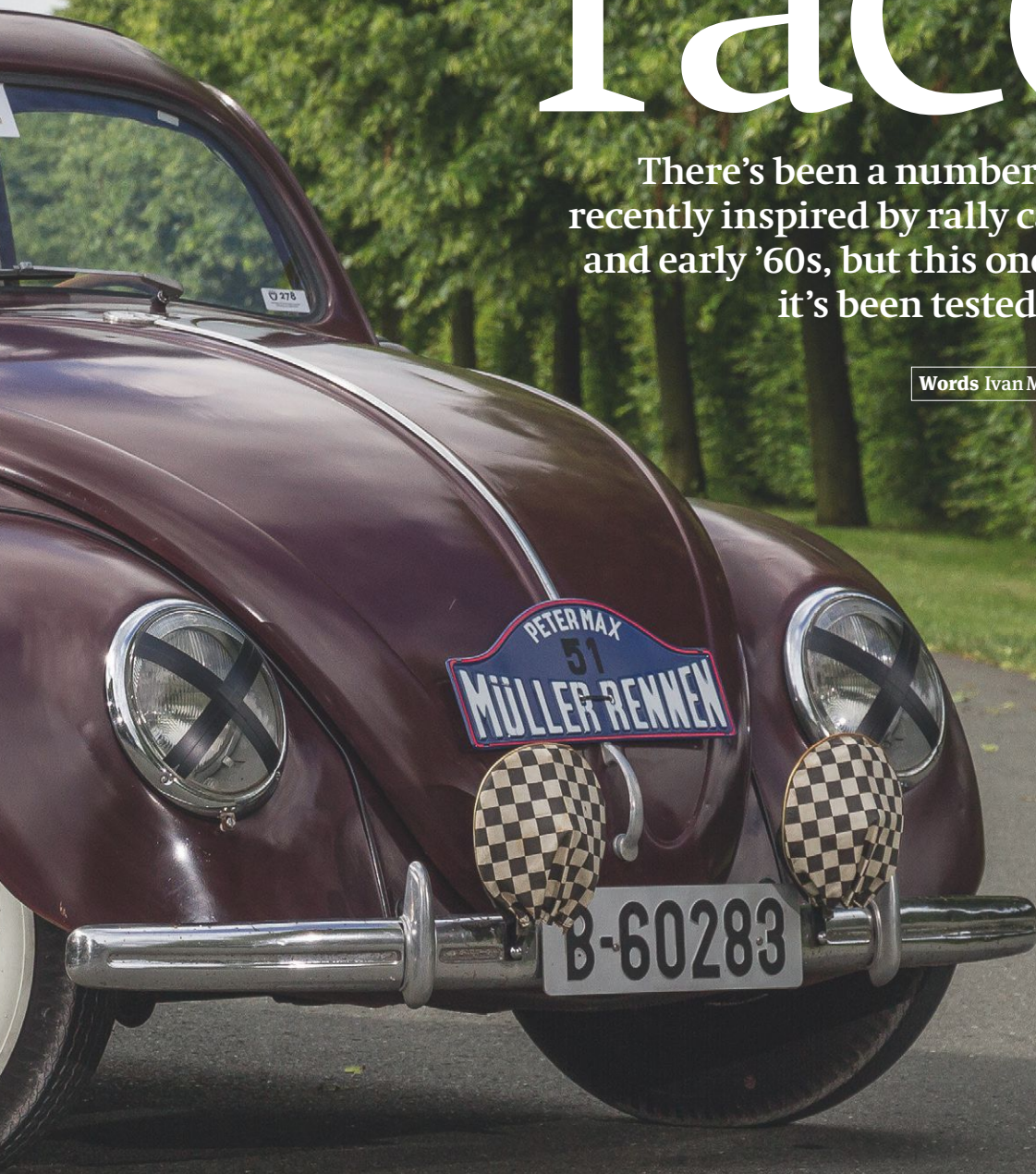
'50 SPLIT WINDOW BEETLE



Retro racer

There's been a number of Beetles built recently inspired by rally cars of the 1950s and early '60s, but this one is no pastiche, it's been tested in competition

Words Ivan McCutcheon Photos Igor Vucinic





Little is known about the Beetle's early years, although Are inherited some archive shots of the car in use during the '60s



T

he car you see here was produced during the early days of Volkswagen after British military control of the Wolfsburg plant was passed back to Germany, under the direction of Heinz Nordhoff.

From the start, Nordhoff saw no value in Volkswagen having any involvement in motorsport, decreeing “no official sporting activities” would be taken part in by the company. His focus was on creating export markets, which sealed the future of the company.

Looking back, Nordhoff was probably correct not to invest any resources in competition activities as owners enthusiastically did it themselves, at no cost to Volkswagen! As early as 1950 VWs were being entered as ‘privateers’ into motorsport events such as the *Internationale Österreichische Alpenfahrt* (Austrian Alpine Rally).

The VW proved itself time and time again in rally and hillclimb events, both in the hands of ‘privateers’ and with VW concerns outside of Germany, such as Scania Vabis, official importers of VWs into Sweden, VW of Australia and, at the end of the 1960s, Porsche Konstruktionen, the main Austrian VW importer.

The Beetle proved competitive with very little

modification. Those who could afford it might increase power output using parts from tuners such as Okrasa, and basic suspension tweaks were common, but the VW already had great traction in adverse conditions, simplicity and reliability built in from the factory.

All this helped former tax officer, Hans Wehner, drive to victory in his Beetle 1200 in the *Tour d'Europe* of August 1960. This 6,214-mile long event was held over 14 days – equating to an average of 443 miles driven per day – starting in Nuremberg then through Austria, Hungary, Bulgaria, Turkey, Syria and Lebanon before returning to the Baltic resort of Travemünde in the far north of Germany via Greece, Slovenia, Macedonia, Montenegro, Croatia and Italy. Interestingly, after the event, VW was more than happy to benefit from the privateer Wehner's glory in its official advertising!

It is to the aforementioned Swedish VW importer, Scandia Vabis, though that we must return in this

“it had to be carried rather than pushed onto the trailer”

“perfect paint wasn’t top of his list of priorities”



'50 SPLIT WINDOW BEETLE



◀ Functional semaphores haven't been augmented by later wing-mounted indicators. How restrained is that?

➤ Pre-'55 Volkswagens were fitted with these 100mm 'big logo' petrol caps



◀ A pair of genuine grooved bumpers had to be sourced, but Are certainly didn't want them to be in perfect condition

➤ Owner and restorer, Are Sletta, should be proud of his work as he brought this 1950 Beetle back from a pile of parts. He carried out the Golde ragtop conversion himself, brave man

story. The team's most famous victory came in 1963 when one of the four 1500S Notchbacks it entered into the RAC Rally came second overall, astounding the competition, and cementing the name into motorsport history.

Whilst not a famous race car in its own right, this 1950 Beetle, owned by Are Sletta from Mysen, Norway was one of the many VWs imported by Scania Vabis in Södertälje, Sweden. Details of the time spent up until 1958 in Sweden are unknown, other than it had a front-end accident at some stage. The spare wheel well, bonnet, both front wings and one inner wing were all replaced with genuine VW parts. Are explains more: "The car still has a dent inside on the passenger side over the windshield from the crash. Somebody must have hurt their head... badly."

Luxury goods

The repaired VW found its way to Norway, which was not uncommon at the time due to restrictions placed on the importation and sales of private cars by the Norwegian Social Democratic government from 1935 to 1960. Private car ownership was viewed as a luxury, and not in the interest of the general public. "Before 1960, you needed to be issued with a special licence to buy a new car,"



'50 SPLIT WINDOW BEETLE



^ Vintage Speed tuning components are what these Outlaws are all about! This one boasts an extremely scarce Italian Abarth dual carb kit



^ Both seriously cool and hard to find, the Fispa company of Turin supplied this air filter to Abarth. They are virtually the same as Ferrari used on the 166 and 212

v The Mann & Hummel 'Fram' remote oil filter seen here was standard spec on the Porsche 356, but was also sold as a kit for hopped-up VW engines



Changes include a Talbot sports door mirror, wider rear wheels and spotlights



The additional pair of Marchal spotlights fitted to the front bumper help add to the classic rally theme

explains Are, "and these were only given to doctors, veterinarians and the like so it was very common for the man in the street to import used cars from neighbouring Sweden."

The man who imported this car used it for 16 years, up to 1975, before it was parked in a barn and left for at least a decade. Sadly, the car had been bought and sold several times before Are came into the story in 2006. By this stage, it had been completely stripped and the body had been sandblasted, so much so it had to be carried rather than pushed onto the trailer when Are picked it up! The car was lacking bumpers, windows, wheels, door panels and most of the trim, though thankfully all the hard-to-find, not to mention expensive, parts were there.

Fast learner

Are started the necessary restoration work on the car, replacing the spare wheel well, inner wings, heater channels, firewall, all four wings, driver's door, rear valance and parts of the floor. He had planned to do

TECH INFO

BODY

1950
Volkswagen
Type 11C Export
/ Deluxe in
L51 Bordeaux
Red; Golde
ragtop sunroof
conversion

ENGINE

1192cc 30bhp;
77mm barrels
and pistons;
Okrasa /
Porsche 356
Pre-A 64mm
camshaft;
Abarth & Co
dual Solex
32 PBIC
carburettors;
Abarth
manifolds;
Fispa air filters;
Mann Porsche
/ VW external
oil filter system

GEARBOX

1950 split case
transmission,
non-
syncromesh;
gear ratios:
1st gear 3.60:1,
2nd gear 2.07:1,
3rd gear 1.25:1,
4th gear 0.8:1

WHEELS**AND TYRES**

15in, Firestone
5.60-15 (front),
6.40-15
(rear) Deluxe
Champion
whitewall
crossplies

INTERIOR

Export P112
brown cord



“I had never welded before in my life! So I decided it was time to learn”

as much of the work himself as possible, but there was a slight problem: “I had never welded before in my life! So I decided it was time to learn, as it was about the only part of VW restoration I hadn’t previously tackled.” Bearing this fact in mind, you are sure to be as stunned as we were to hear Are not only did all the welding the car needed, but also something it didn’t actually need but he quite fancied – converting it to a ragtop using a complete Golde sliding roof section from a 1960 Beetle. “I did it by following the articles written by Steve Gosling

in *VolksWorld*. The actual welding for the roof took 10 hours from start to finish. I didn’t find my bed until 3.30am that night!”

After the welding was complete, Are prepared the car for paint. “Though it had been blasted, there was still original paint in the engine bay, under the bonnet, on the fuel tank and inside the passenger door, so I was able to have this scanned and matched by a paint supply shop. As I enjoy doing things myself – and couldn’t afford a professional paint job – I primed and painted the car with two-pack in its original colour, L51 Bordeaux Red. The top coats were done outside in the open on a quiet evening late in the summer.”

A long life lived

Not wanting the car to look too modern, the paint has a satin finish, and retains quite a few of the original dents and dings from a long life lived on dusty gravel roads. There

'50 SPLIT WINDOW BEETLE



^ The Swedish supplier, Artex of Linköping, manufactured protective vinyl seat and interior panels for VWs

< The interior paintwork is original, as is the seat upholstery... That means they've been around 67 years!

v Before Are got this car a cat had used the front seat as a toilet. Getting rid of the stench and stains was very hard work



^ The wear on the original Bat Wing steering wheel shows this car was used daily for 25 years

> Deluxe Split Beetle pod with VDO speedometer, warning lights, indicator and light switches



quite a few of them. But by midnight the night before departure, the car was finally running nice and well, with everything working.

"We had a couple of pit stops during the trip in Germany, but nothing serious, then the fan belt went in Hamburg – but luckily I saw the warning light in the dash come on and managed to stop in time."

Hot property

We should add at this point that the engine powering the '50 was a bit special, too. It is a 25 / 30-horse crankcase motor fitted with an Okrasa high lift camshaft, 77mm barrels and pistons, raised compression ratio, a period free-flow exhaust system and an Okrasa / Fram remote oil filter set up. Up top is a very rare Italian dual Solex 32 PBIC carb kit made by renowned tuner, Carlo Abarth, with air filters by Fispia of Turin. The engine is actually owned by Are's friend, Vegard Foseid, and, as Are puts it, "works best at full throttle and not so much on idle."

Now, to take part in this race from western Europe is no mean feat, but Are drove all the way from Norway to Germany, completed the 120-mile race and then drove back home to Norway, a combined total of over 1,500 miles, in a car that "works best at full throttle and not so much on idle!" What a hero.

Having achieved his goal and completed the race, the Split was sold to raise funds for the '54 Barndoor double door Panel Are is now working on. Let's just say that too will be something a bit different... ■

was another reason Are chose not to go too mad on the paint – he had planned from the start to pay homage to the old rally Beetles of the 1950s and '60s, but also to enter the car in competitive trials events, so perfect paint wasn't top of his list of priorities.

By this time the group of VW fans Are hung out with, the Sechs Volt crew, were tuning into the idea of building cars they refer to as Outlaws. The cars have the outward appearance of old rally cars that were prepared 50 or 60 years ago and recently found again. The basic ingredients are standard suspension height, period hop-up parts and convincing paintwork.

The Oldtimer Oldspeed Club and Viking Rallye Team are the main advocates of this style of build and the International Petermax Müller Gedächtnis Rennen held in Germany, ending at either Bad Camberg or Hessisch Oldendorf, is their main focus. And it was this event in 2013 that Are was aiming to have the car ready for. "The car passed its first MoT for 38 years on 29 May that year and I started to work through all the bugs (pun intended). There were

Classic Split Window rear end. Bordeaux Red paint was intentionally done in satin rather than gloss. This was the last view Are would have seen as the car left with a new owner to fund his new project – a 1954 Barndoor Panel Van



“[The engine] works best at full throttle and not so much on idle”



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Highly presentable

When a VW buddy offers you a deal on a Westy as part of your birthday present, it would be rude to turn it down. But this is the gift that keeps on giving

Words James Peene Photos Thru-a-Lupe Photographic

W

ho needs enemies when you're friends with VW people, right? It's one of those quirks of fate, but the people you meet invariably end up influencing you / inflicting their way of life on you, and so it was when Al Wyatt chummed up

with long-term VW fans and serial builders, Toby and his brother Simon Hall. Hall is a name that should be familiar to *VolksWorld* readers, as Toby built, amongst many other weird and wonderful creations, the full-sized Radio Flyer we featured way back when, and it's Toby and his bro Simon who are to blame for Al's VW habit. Al reveals: "I live on the south coast and became good friends with Simon and Toby. And, having watched Simon build a few rides, decided to buy one for myself. I bought my first Bug from him and went from there, really."

"From there" translates to three more Splits, a '66 Fastback and a '65 Square but, as Al says, "I realised that if you want to take the kids away, you need a Camper, so in 2000 I bought my first Split Screen at Pomona, followed by a South African Split, that I also bought from Simon." It was Simon who also found this 1960 sub-hatch SO23. "I went on a jolly with him to collect it from Southampton docks. The date was 12 December, which just so happened to be my birthday. When we got there Simon said I could buy it if I wanted it. He told me to call it a "Busday present" so we struck a deal and the



Purists might not like the change from Sealing Wax Red and Beige Grey to blue and white, but then it's not their Bus is it?



“I realised that if you want to take the kids away, you need a Camper”

Bus was mine. I just had to explain to my wife what I'd done when we got home.”

Shock absorber

This was in 2005 and the Bus was painted in its original Sealing Wax Red over Beige Grey. It was a good, solid import, all of the interior was there and it didn't need a great deal to get it MoT'd and registered, just work to the brakes and the lights, which is par for the course on US imports.

The Westy's first outing was to Run To The Sun in 2006, and things might have remained pretty much as they were if it wasn't for a little altercation with a stationary 20-tonne truck! Al obviously didn't see it coming and muttered something about reversing up hill, blind spots and side mirrors the size of two pence pieces being to blame. Apparently, the lorry driver didn't even spill his coffee when Al struck!

We're laughing, but the accident



damage did for the rear corner and hatch and, unsurprisingly, Al said it was severe enough to put the kybosh on family camping. "There was a gale blowing in through the tailgate and the rear Westy cupboard had been smashed into matchwood."

The Westy had originally come in from Florida which, as someone who's imported a Bus from this region themselves can testify, is far from the driest of states. That said, the Westy was

surprisingly solid and, other than the very necessary accident repairs, the only welding it required once the entire bodyshell had been taken back to bare metal was to the sills, an outrigger and the front footwells in the cab.

Fit for purpose

With the accident a thing of the past, the time was ripe to lay on some colour, and this was when Al decided to ring some changes.

> Function over form – stock width beam and a mild drop courtesy of dropped spindles





You really can't go wrong with an S023 interior and sub-hatch. It's really all you need

TECH INFO

BODY

1960 11-window
Split Screen Bus
with sub-hatch
Westy roof

INTERIOR

SO23 Westfalia
camping
interior; repro
Petri Banjo
steering
wheel with
sun and moon
horn push

ENGINE

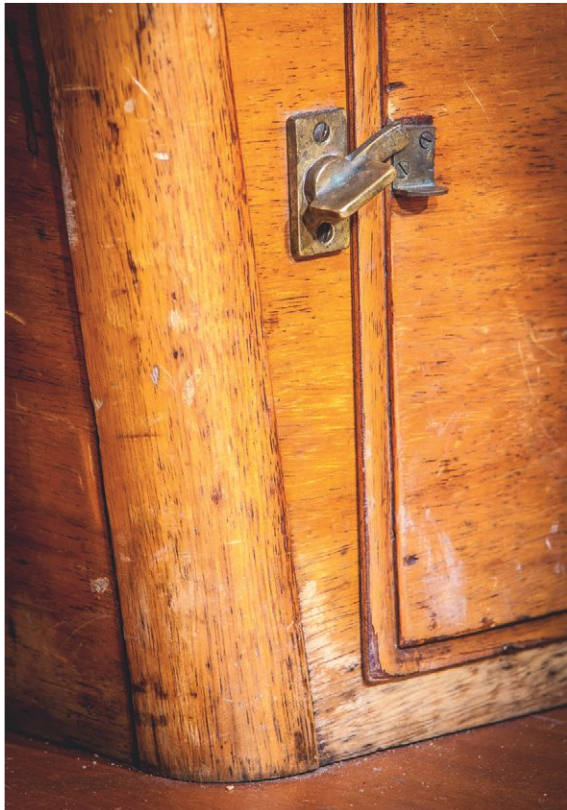
Stock 1600cc

SUSPENSION

Stock-width
beam with
dropped
spindles; IRS
rear with a
turn of the
spring plates

WHEELS

Stock wide-
five steels



^ With all the accident damage a thing of the past, the tailgate closes properly and keeps the draughts out

< Period details abound. You can keep all your push open / silent close malarkey



^ Even the curtain tracks are pukka. Better than a piece of wire any day

"We get a bit of abuse from the purist for changing the colour scheme, but my wife Ceni and I decided to go for a later Westy blue and white combo," explains Al. "Fortunately, when I bought the Bus it came with a load of bits, like spare glass, rubbers and a load of other parts I would otherwise have needed to buy, so we were really lucky with that."

Al worked on putting the Bus back together every night, a bit at a time, and when it came to the mechanicals the good news, from a driving perspective, was that the Bus had already been IRS'd whilst it was stateside. The front runs a

stock-width beam, but Toby fitted some dropped spindles to get it sitting better. The result isn't too wild, as Al didn't want to go too low for practical reasons, and the Bus runs a Westy tow hitch that sees regular action.

Bus life

When he's not spannering on VW's finest, Al's a self-employed plumber by trade, so it's no surprise to learn that he is good with his hands. This helped when his attention turned to the interior. "I've built a couple of camping set-ups of my own in the past, so I replaced the wrecked rear unit and gave the rest of the interior a spruce up. Mrs. Wyatt chose the curtain material and vinyl

"Al worked on putting the Bus back together every night, a bit at a time"



Bench seat and front safaris mean three people can get wet laps at once



Some useful aftermarket gauges and additional switches have taken up residence beneath the dash

Steering wheel is a repro Petri Banjo with a sun and moon horn push



replaced the cloth upholstery as it's more hardwearing. Which is just as well, because this is one Bus that is used a lot. In fact, it actually served as full-time accommodation for a while, as Al reveals: "My wife and two kids, Kitty and Nate, and I all lived in it for two months. That was in ferocious weather. We had a cot mattress over the engine bay and an SO34 hammock over the cab, so it was pretty cosy. Living in a house afterwards felt weird, as you couldn't hear everyone breathing. "I did the refit myself, but a friend made and fitted a complete, new wiring loom in return for me doing his

bathroom. We added a few extra conveniences, like pull-on light switches mounted under the dash for reversing lights and the leisure battery. "There's a lot of stuff to make life easier. Simon found me some ambulance fans and all the windows are now pop-outs. The front now has safari windscreens and the head unit is from a sauna because, as we all know, safaris leak."

A roof rack and trailer take the strain when the Bus is used for camping expeditions, and the whole shebang is hauled along by the 1600 engine that came with the Bus when Al bought it, and went back in again once it had been restored.

A vinyl record lover, keen festival-goer and general devotee of the camping life, Al and the rest of the Wyatt clan have the perfect travelling companion in their oh-so-useful SO23. ■

"The head unit is from a sauna because, as we all know, safaris leak"

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Street life



Anita Ferrari owns one of the most original 1950's Beetles we've seen in a long time. After being locked away for years, it now lives on the street and is used every day, come rain, shine or snow

Words Mike Renaut Photos Matt Richardson

V

olkswagens have a reputation for being extremely usable classics, but even so there can't be many 1950's Beetles that, in 2017, are still parked in the street and driven seven days a week, all year round. "It's Anita's car, she's the

one who drives it every day," explains Anita's partner, Lee Callaghan. "We were living in Singapore and planning to return to London when we spotted this 1959 1200 Deluxe on eBay in the UK. The seller was a chap named Neil Parry-Thompson and he had owned the car for less than a year, having found it in a lock-up garage in Ashford. The previous owner had died and the family were clearing out his house and belongings, but didn't know what to do with a 50-year-old car. Apparently, it was stored away some time in the 1990s and they had to break down a wall or two to free it since he'd built a room just for the car. From what I understand, it was in a sort of boiler room so was always kept warm and dry.

"It was an odd auction. We were outbid by someone else who didn't complete the sale, so Neil then offered us the car. Of course, you wonder about people getting their friends to bid the price up, but he was so straight and honest that I'm sure that wasn't the case.



✓ This is where the Beetle spends the majority of its life, being driven around the roads of central London ferrying the children to and from school

"It was designed and built to be driven. It would be more damaging to let it sit unused"

TECH INFO

BODY

Stock 1959 Deluxe Export Beetle in L346 Mango Green; later front indicators and twin reversing lights wired as indicators; bonnet and door handle guards; gravel guards; roof-mounted aerial; front fog light; mudflaps

ENGINE

Stock, original, 1192cc flat four

SUSPENSION

Stock; standard ride height all round

INTERIOR

Original Light Green leatherette; Pye accessory radio

WHEELS

AND TYRES

Stock 15-inch steels with 165-15 Michelin XZX radials all round

“it was in a sort of boiler room so was always kept warm and dry”



“Neil ran a business renting vehicles to film sets and had only owned the Beetle for about nine months. He got it roadworthy, with a service and some brake work, added seatbelts for his children then had it MoT'd. We thought it would be the perfect choice for city driving.”

Why a 1959 Beetle, rather than the usual choice of a boring, modern hatchback, or maybe even something electric? “We wanted something invisible, and not so likely to get stolen,” answers Lee. “Something we weren’t frightened to leave alone on the street.

“My grandfather also always owned Beetles – he had a new one every two to three years – and Anita had previously owned a Camper in college, so she knew all about the experience of driving and owning old Volkswagens.

“More recently – before the kids came along – we’d had a 1969 Fiat 500 and discovered small old cars are

great in London traffic, so the Beetle just fit the bill. Surprisingly, there are lots of classic Volkswagens around where we live, so I guess we’re not the only ones who think that way.

“We knew we could overlook an old Beetle’s faults and, as a big plus point, the kids loved the car and nicknamed her ‘Olive’ because of the paint colour. I wanted to go with the name Evie – due to the number plate, but the family overruled me,” laughs Lee.

Caveat emptor

Were the couple not concerned about buying a car without actually seeing it first? “The eBay description was very thorough, with a lot of good photos,” remembers Lee, “plus with it being a Volkswagen, we thought any problems could always be sorted out.

“We actually bought the car in June 2011, and

▲ By 1959, production and sales of Beetles was really ramping up. Over 2.5 million had already been built, but this was the first year annual production topped over half a million, with 575,407 rolling off the lines that year. How many are left?



△ The spare wheel shows some signs of age, but that's to be expected when the car is almost six decades old. What's important is the excellent state of the metalwork around where it sits. Radial tyres are another sensible upgrade for modern use

it then went back into storage until we arrived in London in May 2013. During that time it was featured in the *My Classic Cars* book since Neil knows the person who was the creative force behind that series of books.

"Neil had done the recommissioning work, so all we had to do was fit new tyres and a battery and it was absolutely fine," continues Lee. "When we collected Olive, it was a bit like that scene in the film *Sleeper* where Woody Allen finds the Beetle that's sat in a cave for 200 years and it starts right up."

Garden of England

As you might imagine from the story so far, the car came with a huge amount of history, which Lee and Anita have further researched since taking ownership. We know the model 114 Deluxe Sedan

was built on October 6 1959, and left the factory three days later. It's an original UK specification, right-hand drive Export model and came in from Germany via Ramsgate. The Beetle remained in Kent for the majority of its life, and has only had three previous owners.

The presence of a dealership service charges sheet from 1961 suggests the Beetle was sold, or at least originally serviced, by VW Motors Ltd. of 32/34 St. John's Road, London NW8. That dealer also supplied a suitable wiring diagram in 1961 to the car's long-term owner – Mr. Wilton of Meopham Green, Kent.

"There is certainly a fair bit of paperwork with the car, including a service book, lots of old MoTs and even a ration book for the petrol." One definitive clue is a 1974 MoT certificate stating the car had 03983 miles showing at the time. "That must be 103,000 miles, though," concludes Lee, "as it's currently showing 12,861 but has obviously done a lot more than 12,000 miles in its life."

"In 1965, the owner got a company car so the Beetle was used a lot less. He had the whole underside painted in underseal, and also went around all the edges and seams



of the body and painted protective paint lines anywhere where rust might start.

"Then, in 1994, he wrote to a magazine – it's not clear which one, it may even have been a local paper – advertising the Beetle for sale. He describes servicing the car every year, even when it wasn't being used, and suggests he'll only sell it to the right

sort of buyer who'll continue to care for the car. From what we can tell, it never sold and that's when he stored it away."

Parts for free

Several boxes of parts were also included with the Beetle. "We hadn't realised the eBay auction included a number of replacement second hand panels and spares, including lights," admits Lee. "We've got enough parts to keep it going for a while yet."

"It's the Deluxe model, which I understand means it came with door pockets inside and the chrome strip on the bonnet. I'm also told that 1959 was the last year for the cloth headliner. That does show

"other drivers always let her out in traffic and the Beetle just makes people smile"



◀ Most drivers these days don't know what semaphore indicators are, so this car has been wisely upgraded with twin reversing lights acting as flashing indicators on the rear bumper. Mudflaps are an old school accessory



◀ The wing-top indicators fitted are the larger post-'63 style. As this car is a '59, a neat retro-fit would be the slimmer '60-'63 versions

some stains, but I bet no one gave any thought to this car lasting six decades when it was built." The seats are leatherette and in the dashboard there's even a Pye radio. "It's the cheapest one you could imagine though," laughs Lee. "Of course it's long wave / medium wave only, and was probably dealer installed here in the UK." We'd say it is more likely to have been installed by a previous owner.

Small and light

So, what is it like using a 1959 car every day? "You forget just how light the steering is in an old Beetle," says Lee, "being a 1200 it's not especially fast, but being small and light it's easy to get about and to park. Anita finds other drivers always let her out in traffic and the Beetle just makes people smile."

"If there's a downside, I suppose it's remembering there's no fuel gauge – you have to open the bonnet and 'dip' the tank to see how much is left and we've been caught out by that before. And in cold weather you're scraping the ice off the inside as well as the outside, but that's a small price to pay."

"In fact, we're impressed by how practical and well built the Beetle is. It's a cliché, but the engine really does run like a sewing machine. It feels high quality and hand built, whereas later cars can often feel mass produced. In nice weather it's a really useable car with the greatest thing any vehicle can have – those opening quarter lights that circulate air without being windy. It's good over speed bumps too if it's not fully loaded and fits into any parking space."

The one concession the couple have made to originality for use in north London traffic is the later model indicators on the front wings and a pair of reversing lights wired as indicators mounted on the rear bumper. "It still has the semaphores, but they only work if you disconnect the flashing indicators. These days no one knows what they are anyway, so it's far safer to drive with the upgrade."

As to any other work the car has had done in its life, Lee is adamant. "The wheels are finished in two different colours, neither of



◀ Pye transistorised radio is an unusual choice and, judging by the way it fits the dash, was an owner upgrade at some point in the car's life. It still works, although can only receive long and medium wave broadcasts



◀ Nicknaming the Beetle '6672' would be a bit clinical, so Lee suggested 'Evie', only to be overruled by the rest of the family who decided on 'Olive'. Love those original number plates



which match to the bodywork colour, but I'm certain nothing has been repainted. And look at that spare wheel – it's amazing how little paint they applied to it at the factory. We'd never repaint the car's body but we've given some serious thought to clear coating the original paint for protection. Trouble is it doesn't suit being super shiny, it just doesn't look right. I suspect the paint – it's Mango Green – is quite a rare colour, I've not seen another one.

"The Beetle was perfect as soon as it hit the road, and you can tell it's never been apart. Just to be sure, I took it to PR Services Ltd. (tel. 01277 630099 / www.prs356.co.uk) who previously looked after my Porsche 356 and asked them to check it over. When I went to pick it up they liked the Beetle so much they didn't want to let it go!

"In the near future we're going to replace the exhaust – I wouldn't be surprised if it's the original one from 1959 – but we'll ensure it looks the same as the factory one. Otherwise, it's simply going to be a case of servicing to keep it running happily."



< Fancy using Olive's paint colour on your car? Its code is L346 Mangogrün, a not especially common shade on Beetles either then or now

> The 1192cc engine is believed to be the original and is still a good runner. All that was needed was a service for peace of mind when driving the kids around

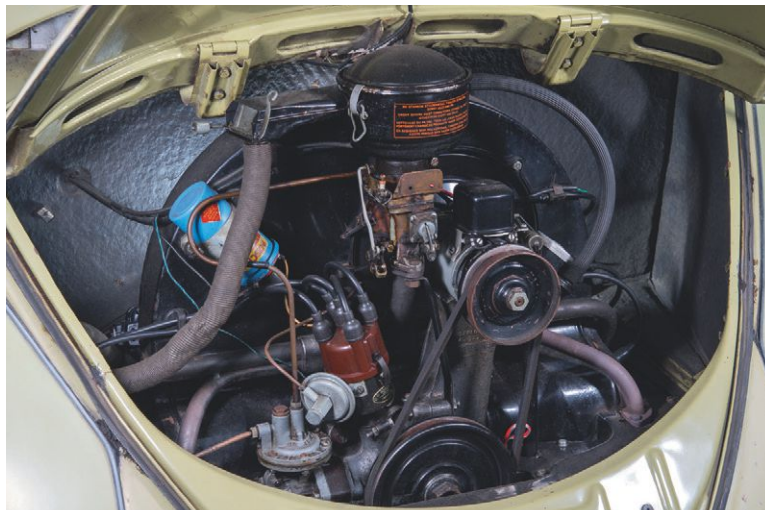
No doubt there are some who would say a survivor Beetle like this should be in a museum, rather than being left on the mean streets of London, but Lee refutes that: "Remember, it was a car that

was already well used, so we had no qualms about putting it back into service and using it for the school run. It was designed and built to be driven. It would be more damaging to let it sit unused. Yes, we might take it off the road part-time

in the future, but right now it's being driven every single day and our daughters, Emily, Iris and Grace, love being taken to school in it, so they wouldn't let Anita and I sell the Beetle even if we wanted to!" ■

△ The oval rear window may have been long gone, but vestiges of those earlier models remain in the tail lights, small side windows, semaphores and the pope's nose number plate light. As the years rolled on, these cute details were slowly deleted and invariably larger items replaced them

"it's simply going to be a case of servicing to keep it running happily"





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Raging and staging!

Shaun Hyde's blown Subaru-powered drag Beetle blends modern Japanese engineering with old school American drag race technology and good old British ingenuity

Words Keith Harman Photos Matt Woods



O

ne of the great appeals of drag racing as a motorsport is that it hasn't moved too far from its roots. In the UK at least, the majority of racers are still regular guys, not afraid to experiment with new ideas in an effort to wring more

speed and horsepower out of often unusual bits of machinery. Shaun Hyde and his father, Mark, may have only been actively involved in quarter-mile racing a few years, but fit that profile to a tee

26-year old Shaun is the first to admit he's not a massive fan of air-cooled VWs, so we asked him how he came to build such a radical Volkswagen. "I've always been into drag racing and hot rod stuff since my dad took me along to watch the racing when I was in my teens.

"When I wanted to get my own car, a Beetle was a low-insurance route into the scene, so I followed up an advert for a '69 Beetle for sale in Leicester. The seller told me it would only run for half an hour and then it would cut out, but I bought it anyway." Shaun found out the owner was at least truthful as he got as far as Melton Mowbray on his way home to Lincolnshire when the car stopped, right on cue. Fortunately for Shaun, a guy in a dropped and ratty Split Screen Bus stopped to help. As it happened, the guy had just converted his Bus to Subaru power, and so popped home and returned with a bunch of no longer needed VW parts, including a rotor arm, which turned out to be the cause of the breakdown. This was Shaun's first



⚡ A pair of short, two-inch diameter headers bolt to the block, and expand into the three-inch pipes that exit through the rear wings. Like everything else, Sean and Mark constructed the chromoly wheelie bars themselves

contact with anyone in the VW world, and he was duly impressed. Incidentally, if that was you that stopped to help Shaun in a lime green Bug in 2009, or you know who it might be, Shaun would like to thank you once again.

Scooby doo

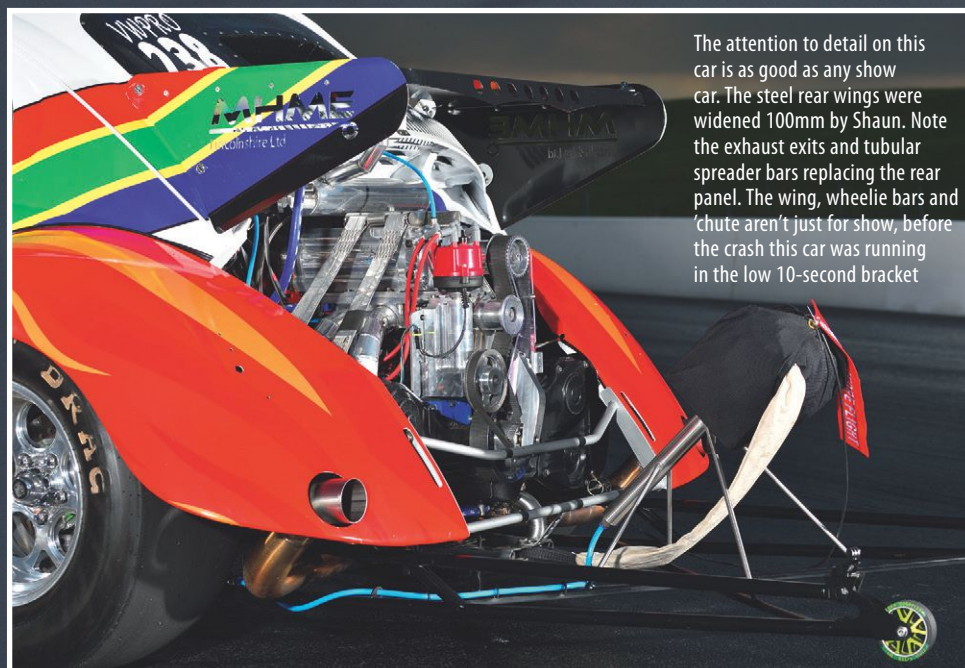
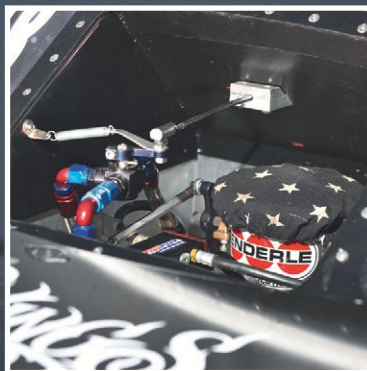
Over the next couple of years, the Bug became a daily driver, with Shaun maintaining and modifying it as he went, until one night when the Beetle got badly shunted in a pub car park, putting it off the road. Shaun decided to rebuild it himself, and before long was into an 18-month restoration. Once back on the road, all was good for six weeks until the crank broke, at which point Shaun put the Bug back in the garage and shut the door.

A couple of years passed, and Shaun kept thinking back to the guy with the Subaru-engined Bus, eventually deciding that a Subaru conversion would be a good way to put the Beetle back on the street, gaining both reliability and extra performance at the same time.

A scrapyard yielded a 2.5-litre turbo motor from a WRX with only 12,000 miles on the clock. An excellent starting point. Having got the unit home, though, an early decision was made to ditch the turbo arrangement and go for a supercharger instead. A small Eaton blower from a Mercedes was sourced online, with Shaun fabricating a new manifold to suit. Dad Mark continues: "When we looked at it, there were that many sensors and electronics for the fuel injection and ECU that we decided to ditch all the electronic stuff and go back to a simple carburettor set up." Now Father and son were firmly in hot rodding territory, and a 500cfm Edelbrock four-barrel carb was brought into play to replace the injection. While this simplified things in one area, it meant Shaun also had to fabricate a crank-driven, 90-degree gearbox to drive the electronic distributor, since Subaru blocks have no provision for a dizzy.

"Rather than compromise... Shaun cut the street bit out completely"

✓ Ain't no nodding dog... The Enderle 'Flying Toilet' throttle body (shown here with dust cover in place) sits where the parcel area would have been a few years ago



The attention to detail on this car is as good as any show car. The steel rear wings were widened 100mm by Shaun. Note the exhaust exits and tubular spreader bars replacing the rear panel. The wing, wheelie bars and 'chute aren't just for show, before the crash this car was running in the low 10-second bracket



^ Would you recognise it as a Scooby engine if we hadn't told you? The custom billet blower strapped to the 2.5-litre flat four is a design that was originally developed in Norway for a Top Fuel v-twin drag bike

TECH INFO

BODY

1969 Beetle, all steel panels; rear wings banded 100mm; lights, handles, bumpers, mirrors, decklid and rear valance removed; Lexan windows; aluminium rear spoiler; chromoly wheelie bars; painted in Aston Martin white with gold pearl overlay by WRP Paint and Restoration in Rushden, Northants

INTERIOR

Full CDS tube rollcage; Kirkey Pro Drag seat; Stroud 5-point belts; 10-inch steering wheel

ENGINE

Subaru 2.0-litre EJ20 block; 2.5-litre K1 billet crank; JE high compression pistons; K1 race con rods; custom fabricated aluminium blower intake; custom billet supercharger; Crower stage 5 cams; titanium valves with double springs; ported heads; Enterle Flying Toilet throttle body; Waterman billet fuel pump; alloy pulleys and blower drive; custom made headers; MSD Pro Billet distributor, belt driven from crank via custom made 90-degree gearbox



^ Shaun's Beetle retains almost all of its original steel panels, though anything like lights, wipers or door handles that aren't needed to get him down the track have been removed. Weight is the enemy in drag racing

✓ A three-gallon Jaz fuel cell is mounted up front, along with three remote fluid reservoirs. Braided hoses and anodised all fittings are used throughout

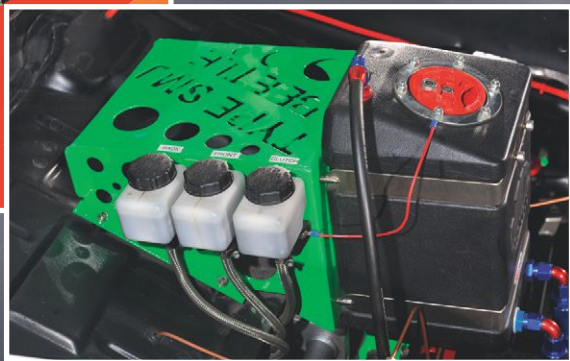


All was going well with the engine development and, at that stage, the intention was to put the Beetle back on the street as a quick road car, but those plans were about to change, big time.

Gearbox eater

The main driver was the choice of gearbox. For its additional strength, a VW Type 2 'box was chosen, and a visit to Bears Motorsport convinced Shaun that if he ever wanted to race the Beetle, a tough transmission was an absolute must with the kind of power the blown Subaru motor was estimated to produce. Rather than compromise, which any street / strip car invariably is, Shaun decided to cut the street bit out completely and turn the Beetle into an all-out competition car.

What resulted from that rebuild is the car you see here. The steel body, with widened rear wings, and the floorpan is all that's left of the Beetle that left Wolfsburg in 1969, everything else having been replaced by Shaun and Mark. Shaun, who is clearly a very capable welder / fabricator, constructed the full Funny Car-style CDS rollcage, which is safety tagged for 8.5 seconds, far in excess of the times expected for the car, as well as the framework forward and rearward of each bulkhead to which the one-off independent A-arm suspension is bolted. Wilwood Pro Drag front spindles





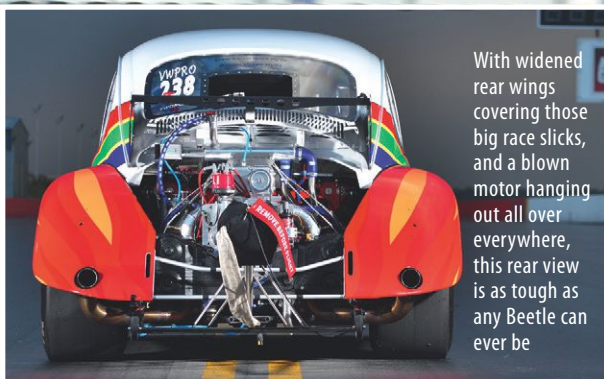
“a personal best time of 10.33 seconds at 133mph”



▲ The Roman's interior might be Spartan (did you see what we did there?), but there's a lot crammed in there, including a Kirkey Pro Drive seat, full Funny Car-style 'cage and Computech Datamaxx data logger. The big lever is a hydraulic staging brake for the front wheels, used when burning out



▲ The Raging Roman moniker was inspired by the fact the Lincolnshire village Shaun hails from was once a Roman settlement



With widened rear wings covering those big race slicks, and a blown motor hanging out all over everywhere, this rear view is as tough as any Beetle can ever be



TECH INFO

GEARBOX

Type 2 4-speed manual; 26-rib case; RJES bellhousing; Weddle shafts, gear sets, crown wheel and pinion; aluminium spool; Exedy twin-plate ceramic clutch; Exedy lightened flywheel

SUSPENSION

Custom made double A-arm independent; Wilwood Pro-Drum spindles; Wilwood brakes; custom made CNC rear hubs; Avo coilovers with 800lb rear springs.

WHEELS

4.5 and 10 x 15-inch Center Line Revolutions; Mickey Thompson front runners and ET Drag slicks

(developed from the popular Ford Mustang II design) are used, with Wilwood four-pot Dynalite discs and calipers on all four corners. The CNC-machined rear hubs were designed by Mark and machined by Jim Carter. The team also designed 42mm diameter stub axles and had the driveshafts custom made in the USA. Shocks are Avo 2.5-inch coilovers with, as Shaun put it, "monster 800lb springs on the back."

Those cool front wheels are 4 x 15-inch Center Line Revolution drag racing rims shod with Mickey Thompson front runners, while planting the power on the tarmac at the back are 10 x 15-inch rims with 28 x 12-inch MT drag slicks.

Learning curve

Once the Beetle was back on its wheels and driving again, proper track testing could begin, and this proved to be a long and steep learning curve, especially in terms of making the drivetrain reliable. Shaun: "We have destroyed more driveshafts, clutches, crown wheels and gearboxes than you would believe. We have a 'wall of death' in our workshop with all sorts of mangled metal on it!"

The engine, meanwhile, has continued to evolve in specification, including a K1 Technologies billet crank, JE high compression pistons, K1 race con rods, Crower Stage 5 cams, titanium valves and a custom made billet aluminium supercharger designed for use on a 2,000bhp Top Fuel drag bike. This is now fed by an Enderle 'Flying Toilet' 100mm throttle body with six nozzle injection, while a Waterman billet mechanical fuel pump ensures it receives all the fuel it needs. There is no cooling system on the car as it only runs for short bursts and the fuel used is methanol, which helps keep engine temperatures down. In fact, Shaun told us they have to spray de-icer down the inlet before each run to prevent the butterfly icing up.

The car was run at around 15 events over the previous two seasons, but such was the attrition rate of parts that the team rarely made it through qualifying and into proper competition, though a personal best time of 10.33 seconds at 133mph shows things were definitely going in the right direction.

"construction is already under way of Raging Roman 2"

That was until a particularly blowy day at Santa Pod late last year. Shaun had just completed a decent run and popped the parachute to slow the car down at the top end, when a sudden gust caught the 'chute and slammed the car into the safety barrier. The damage didn't look too bad at first, but further inspection revealed the car had suffered major suspension damage, meaning it was not destined to fulfil its potential. Very frustrating for Shaun and Mark.

Having said that, you can't keep a good man down, especially when the racing bug has bitten. To that end, construction is already under way of *Raging Roman 2*, which will be a Pro Mod-spec, chromoly-framed, full chassis car with a Funny Car-style Beetle body, modified for opening doors. The new car will use the existing engine, but this time it will be mounted up front, which will make this even more of a technological marvel than it already is, and we look forward to hopefully seeing it out on track in 2018. ■

▲ See what we mean? Shaun grabs big air! Having all the weight over the driving wheels gives VW racers superior launches, but the trick to really fast times is to keep the front end down



▲ Putting the hybrid American / Japanese power to the tarmac are a pair of polished 10 x 15 Center Line Revolutions shod with Mickey Thompson ET Drag slicks



◀ Visible through the alloys are the Wilwood four-pot calipers and lightweight drilled discs, designed especially for drag racing. There are similar ones on the front



"It was a great adventure especially for the children."

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^ Brown Late Bay had it all going on. Stance, colour and those Porsche BBS alloys. Yes

> Engine lid stand-off suggest there was something potent in the rear of this 1970-1971 Ghia



^ Even 914s are welcome. This early example was particularly cool



^ Military spec Thing looked like a lot of fun

The Freddy Files

The annual pilgrimage to Ninove is one not to be missed. Here's why...

Words and photos James Peene

We can't get across just how fantastic The Freddy Files are. It's one of those shows that once you've been, you simply never want to miss. It's the brainchild of Fredrick Peeters, who owns a parfumerie in the town of Ninove, Belgium. We don't know how he's wangled it, or who he's got dirt on at his local council, but for one day of the year the entire town is closed off to everything but air-cooled VWs and Porsches.

Can you imagine any local authority in merry old England shutting off a town for a car show? No, neither can we, especially not for a bunch of noisy old Volkswagens.

The show itself is held on the Sunday, but most Brits, myself included, head out on the Saturday and make a beeline for the nearby Witkap brewery. I'm probably not wrong when I say that it feels like the majority of people at the brewery

are Limeys. Proof, if any where needed, that we'll do anything / go anywhere for a drink. Especially when it's of the super-strength Trappist variety.

There's always a bunch of cool cars to ogle at the brewery, but it's also a great chance to see who made it and who broke down on the jaunt across Belgium from the tunnel, which is only a few hours' drive away.

It also gets you in the mood for the Sunday, where the sight of so many VWs in one space just boggles the mind. They are parked on every road, fill every car park and are crammed into every square in the town. It's mind blowing and awe-inspiring.

It doesn't matter what type, vintage or style of VW floats your boat, there's always something for everyone, and a great little swapmeet. There's always a theme, too, and this year it was the Squareback, so there were some



^ Brazilian Fastbacks are as rare as they are lovely. This one was on point



absolute crackers in attendance.

Take our word for it and add Ninove to your must-do list for next year, you'll thank us you did. Proof that continental Europe isn't such a bad place after all. ■

^ Pan scraping Low Light Ghia received our nod of approval



< Killer stance on this Coupe, which had made the journey from Blighty

SHOW REPORT Ninove



^ You wait all day for a Cal Look ragtop and then two come along at once

“for one day of the year the entire town is closed off to everything but air-cooled VWs and Porsches”



> The Witkap brewery on the Saturday is a great place to relax after the journey and partake in some maximum strength Belgian beer



^ Super-clean SP2 just needed to lose a foot of arch gap to be perfect



The streets were paved with (rusty) gold in Ninove

SHOW REPORT Ninove



^ Definitely a Porsche, not a VW when you have a factory six banger. 914/6 was sweet

^ We love the roof, stance and overall look of this Type 34 Razor Edge



> Brazilian Type 3 is a Just Kampers pool car. How cool is that?



Freddy's perfume shop with Mrs. Peeters' Low Light parked outside



“ the sight of so many VWs in one space just boggles the mind ”

^ Plenty to look at and buy in the swapmeet



^ > Vintage sounds were a real eye-ful

< Sadly, these Fuchs-style hub caps were too expensive to be a comedy purchase



✓ Every which way you look in the town, there's something nice to gawp at



^ We bought a Hazet Assistant off this chap last year. Where does he find them all?



^ Burgundy roof and interior looked great against the white bodywork on this simple Resto Cal



^ What this Low Light lacked in paint, it made up for in snake skin upholstery

> It's not easy to get a Bug this low over Porsche Twists



SHOW REPORT

Ninove



Heavily accessorised Bug sat well on those Speedmasters



The VolksWorld choice trophy went to this Okrasa powered Low Light coupe. We loved everything about it



Satin paint and semaphores. What's not to love?

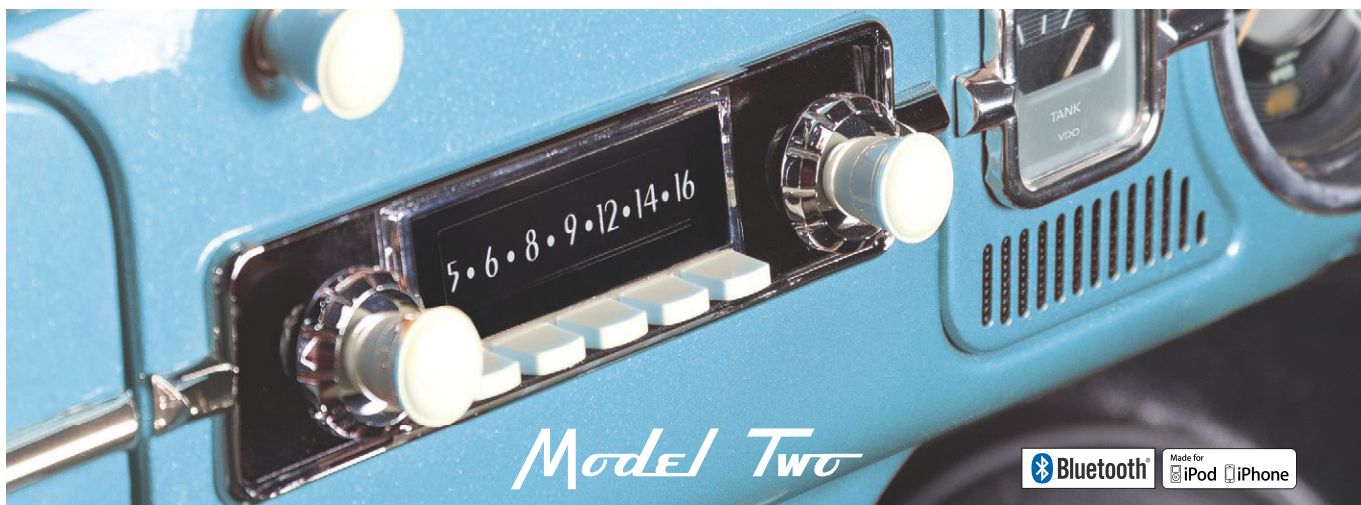
Terry Settle's slammed Cabriolet got everyone hot under the collar



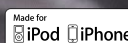
Squareback theme for 2017 meant there were some gorgeous Type 3s in attendance

Russell Ritchie's latest made its show debut at Ninove





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55-63



S467B



German quality side door handle
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S467II

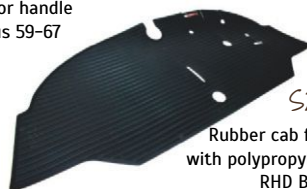
S00771

German quality wiper
ball joint 3 needed
per bus 55-64



S01889

German quality
chrome finished
stainless steel wiper
arms domed nut style
Bus 8/68-72



S27687

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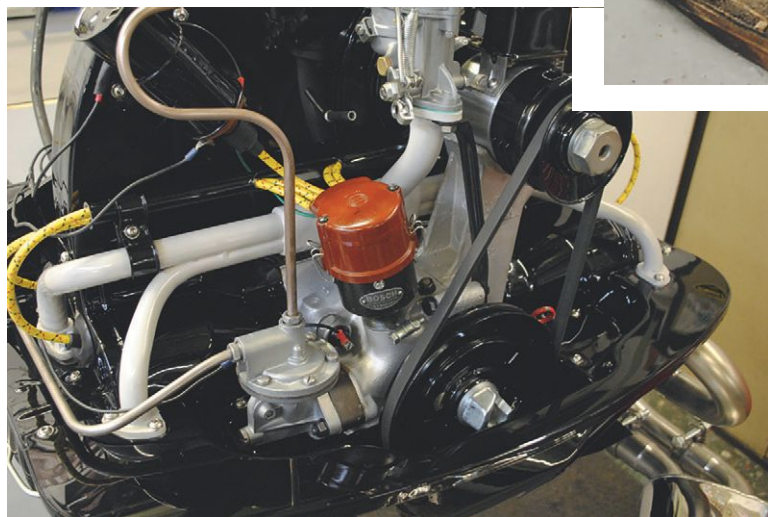
Part 10. Having become the star attraction at this year's *VolksWorld Show*, we turn back the clock in order to see what went into the 25-horse engine rebuild

Words and photos Lloyd Jackson

Stunning. If you were lucky enough to get a glimpse of Lloyd Jackson's 1950 Beetle on the turntable at Sandown in March, that's likely to have been your reaction. The last time we caught up with Lloyd at Deluxe Metalworks he was frantically doing the last bits of paintwork, getting it ready to bolt everything back on. Of course, a crucial part of this was rebuilding the original, matching number 25hp engine, which Lloyd describes as being "the heart of our restoration." Hence why, this issue, we're covering what was done in a little more detail.

When Lloyd originally bought the car, he was delighted to see the original 25hp motor was still with it. That said, he was a tad concerned about its condition, given that it was seized solid and looked to have a water mark all the way around the engine block where it had sat for a long time immersed in water. On seeing it, someone had cruelly commented: "It looks like it's been used as the anchor for the Titanic." Not exactly the sort of thing you want to hear, we guess?

As you'll see from that inauspicious start it's certainly come a long way since then.



“he was a tad concerned about its condition, given that it was seized solid and looked to have a water mark all the way around the engine block”

> Totally seized and looking like it was well past any possible repair, the Split's 25-horse was entrusted to Aircooled Engineering (www.ace-vw.com). These guys are very well respected, they took it all in their stride and didn't seem at all fazed by the shocking state of the engine. It takes serious talent to make a success of something this challenging. Indeed, if it weren't for the fact the numbers matched we would have cashed it in for scrap!



RESTORATION SERIES

1950 Split Bug



◀ Note the mark around the engine case where it had sat in water for so long. One of the hardest parts of saving this engine was getting it stripped whilst saving the matching number engine case, along with any other parts that could be reused

➤ Hours of soaking in various lubricants did nothing to free up the engine. There was only one way to get it stripped down to the case. Yes, the disk cutter came out to remove the cylinder heads, pistons and barrels. This wasn't ideal but we knew there were no other options. Consequently, we were now on a mission to source 25hp engine parts, which aren't the easiest to find



◀ Look at these pistons in the barrels. There's no wonder that the engine was totally seized!



◀ Once the oil pump cover had been removed it came apparent that this engine had been sitting for quite some time, as the combination of oil, dirt / silt and mud had totally blocked the oil pump drive

✓ Removing the sump plate revealed a large quantity of sludge inside the engine. This is never a good sign, but it was predictable and pretty much the same as everything else we had removed at this point. Definitely not good if you're looking to do a budget rebuild

➤ The parts which were cut off and removed were discarded in the scrap bin – a sad sight indeed



AIRCOOLED ENGINEERING COME TO THE RESCUE WITH OUR 25-HORSE

We can't recommend Aircooled Engineering highly enough for a faultless, quality engine build. They take a huge amount of stress out of your project. In this case they were miracle workers!

The West-Midlands-based firm is a one-stop engine shop started by VW and Porsche enthusiast Stefan Rossi. They offer top class custom engine builds with attention paid to every detail, inside and outside of the engine block.

Cleverly, they are able to manufacture custom-made billet steel and aluminium parts using their in-house CNC machine. Moreover, they build, drive and race all of their own cars, and with over 12 years experience, they work on all manner of air-cooled engines both in the UK and across the Atlantic. Areas of expertise include turbo engine builds for both race and street applications, IDA, Nitrous, street and strip motors as well as fast road and plain stock builds.

Email Stef at stef@ace-vw.com or call (+44) 7521 51 00 15, or get hold of Pete at pete@ace-vw.com, (+44) 7828 65 43 39.

➤ And here's the finished result, in the car at the show...

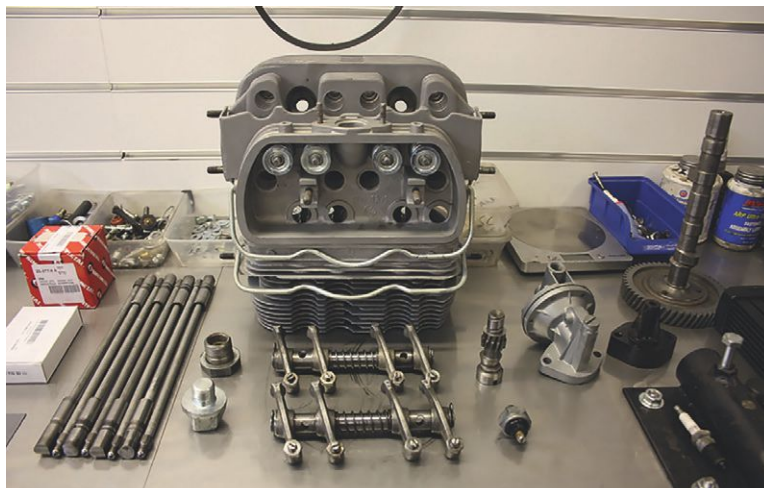


➤ After the engine case had been split apart, it was evident that it was full of sand, dirt and corroded parts. The worst engine internals we had ever seen

The rebuild

Once the engine was completely stripped, everything had to be checked. The most important part was to save the matching number engine case, which luckily was in great shape considering how bad it looked when it was first opened up. Then we had to assess which parts were useable and which ones weren't. As you may have guessed the cylinder heads, pistons and barrels were nothing more than junk. And after everything else was cleaned and checked, sadly the only part good enough to reuse was the crankshaft. Luckily, thanks to the power of Facebook, we were successful in sourcing a complete 25hp engine in bits. This included many new old stock parts and used parts with very low miles on them. A huge thanks to Darren Medland and Marco de Waal for your help with these. This great find meant that Aircooled Engineering could go full steam into building the engine.

Firstly the engine block, along with various other engine parts, were ultrasonically cleaned. Meanwhile, the crankshaft had been sent away for a regrind and the conrods had been weight matched. Having the conrods weight matched helps the engine run smoother and be more balanced through its revolutions. ■



> It pays to be methodical: Aircooled Engineering double-checked everything and laid it out in sequence prior to the build up

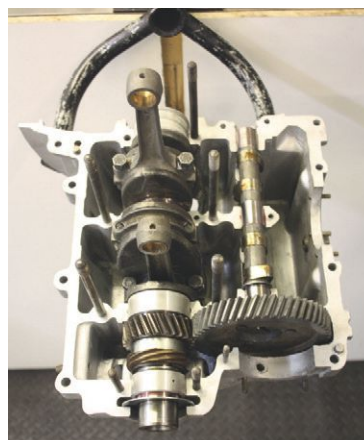
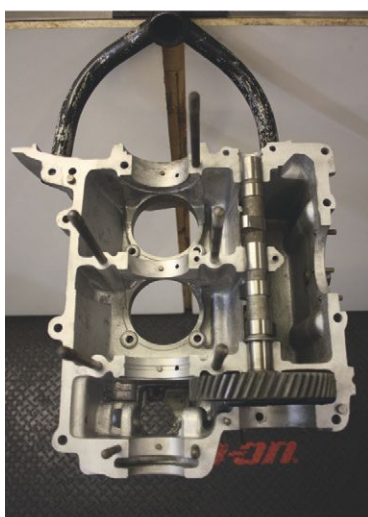
< Various engine parts, including the pistons, barrels, conrods, crankshaft and camshaft were all meticulously cleaned ready for the install



“we particularly love how the tinware has that constant wet look to it”



^ This is the crankshaft built up with the conrods and flywheel installed



< Here's the crankshaft and camshaft installed and ready for the next stage

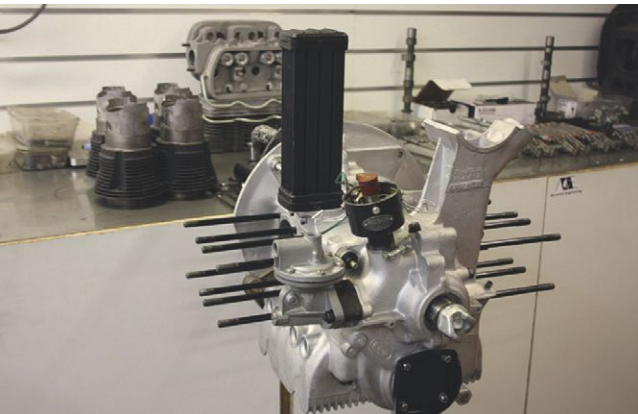
✓ With the main parts installed into the matching number engine case along with the oil pump, the guys at Aircooled Engineering were ready to start building up the top end

< It's amazing how clean the engine case came up considering how bad it looked when it was first pulled apart

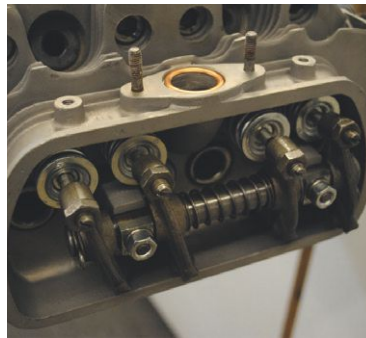
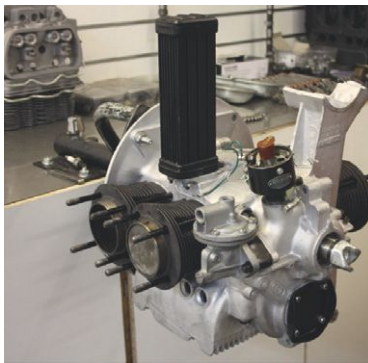


RESTORATION SERIES

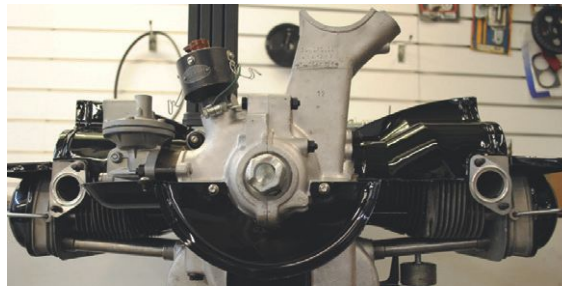
1950 Split Bug



^ > The next parts to go on were the fuel pump, oil cooler, distributor and head bolts, followed by the pistons and barrels



< > Using new old stock cylinder heads and valve train, gave us great piece of mind that our old knackered engine was getting the right restoration. Note the use of black anodised nuts and bolts for a subtle, clean look



< With the long block built up, it was time for the first bits of tinware to be fitted

EXHAUSTING STUFF



The last part of the jigsaw was this amazing Porsche 356-style exhaust – an absolute work of art. This was the creation and masterpiece of the good people at Custom & Speed Parts in Sweden (www.vwcustomspeed.com). The first of its kind, it was custom built for our 25hp engine – a prototype for the future. It's made from stainless steel and utilises the original style heater boxes which is perfect for that vintage speed look while maintaining other stock parts. We are immensely grateful and proud to have the first of its kind on our Split Bug. We know it will be the envy and interest of anyone wanting to achieve the vintage speed look on a 25 / 30hp engine. The quality and workmanship made it ridiculously easy to fit and we love the way it's completely compatible with the original heater boxes, allowing you to use your heating system. As far as I know there is not another exhaust which accommodates this. Top work guys!

Once everything was fitted, fresh engine oil added and all the fuel lines put in place, it was time to fire up the engine on the test rig. Firstly, it was cranked over on the starter motor until it had built up oil pressure, then the ignition was wired up and timing set and spark checked. Next we added some fuel and fired it up. Well, all I can say is that Stefan Rossi, Pete Townley and myself all wore the biggest grin when it came to life. What was a completely seized engine, rose from the dead and fired straight up, sounding utterly amazing. We ran the engine for about 15 minutes setting it up and checking for any leaks (obviously there were none). I really can't explain how good this engine sounds – it's like a finely engineered clock, casually ticking with precision without any effort or aggression. The exhaust note sounds nice and deep and the engine is so quiet for a 25hp. In fact, I'd go as far as saying it's the nicest 25hp engine I have ever heard...

I'd like to offer a massive thanks to Aircooled Engineering for making this engine come alive. Their attention to detail and knowledge made this daunting task an easy one.



> The talented Pete Townley from Aircooled Engineering installs the fiddly thermostat and linkage



< We managed to salvage all the original tinware, although unsurprisingly we had to carry out a few repairs and dress out a few minor dents. Our very good friend and painter Sonny Bayly worked his magic getting it painted – he did a blinding job and we particularly love how the tinware has that constant wet look to it. Amazing!

> We wanted the engine to be detail correct, right down to the hard to get 'star' coil (relating to the pressings on the top), giving attention to detail on every part, no matter how small. Some parts have been zinc plated, others powder coated like the inlet manifold. The carb has been stripped, media blasted and rebuilt with new gaskets. We found a correct NOS Bosch distributor cap, date correct D-style voltage regulator, year correct dynamo and we even used cotton wrapped ignition leads



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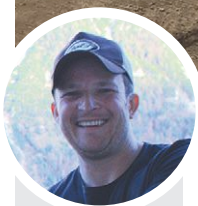


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◀ Upon first impressions of the car, I was full of boundless enthusiasm, but back home and finding a lack of time, I soon decided that the car would have to go



OWNER INFO

NAME
Mark Walker
OCCUPATION
Tech contributor
CARS OWNED
'73 Westfalia Bay
WORK THIS MONTH
Prepping my Bug for sale

Going, going...

Needs must as Mark sells another Swedish Beetle

A few months ago, I updated you on the sale of my white Swedish '67 Beetle and the purchase and importation of a red '63 Bug, again from Sweden. The plan with the '63 was to take it on as a full-on project; welding in new heater channels and floors, whilst blending in the paint to match the

original. But, you've guessed it, I've now sold that one too! The trouble is, with family commitments and the fact that I wanted to branch out into self-help writing, it dawned on me that any spare time ought to be spent getting that off the ground, not welding up old VWs!

Bright and beautiful

With the decision made, I decided to work on the Bug to make it more appealing. I started by polishing the flat paint using G3 compound from Halfords and a machine buffer, tackling the dead

paint panel by panel. The main buffing effort only took a couple of hours, which left me with all the smaller, more detailed areas to do by hand, saving wrecking the buffing pad in the process. The car was now looking, if not a million dollars, then at least a few thousand, so I decided to bolt all the lights back on. These had been packed into boxes for safe keeping during the shipping process. Most of the light fixing screws had gone awry, so I Googled Beetle thread and pitch sizes and ordered stainless fixings from eBay.

Lucky strike

I was pretty lucky at this point, in that my all-round VW road trip companion, project helper and best mate Johnny was having a garage clearout, prior to moving house. He donated a presentable rear bumper to replace the missing one and a pair of overriders, whilst I found a pair of bumper brackets in my own parts stash. These were duly bolted together and fitted, transforming the rear view of the car in the process.

➤ After the moss was removed, the first job was to buy some G3 compound and break out the machine buffer; quick results spurred me on to get the rest of the work done





^ I lucked out with a presentable rear bumper and overriders, donated by friend Johnny

Speaking of luck, an Instagram friend, RSVPPP, offered me a complete 1958-'64 rear seat in original upholstery for a mere £20. I paid in cash, having sold the 1965-only rear seat backrest that arrived with the car.

This enabled me to get stuck into fixing up the interior. As well as the rear seat, I'd found an original set of grey / cream 1962 Beetle door cards in half-decent shape. Coincidentally, they had come from a Swedish car. The fact that they took six weeks and considerable grief to get the vendor to ship them was soon forgotten once fitted.

The original headliner needed a new section let in around the rear window, but was otherwise perfect and still supple, so I liberally sprayed it with bathroom mould remover, waited a few seconds and wiped off all the thick mould, leaving an as-new appearance. The dashboard cleaned up well too, so I took some time out of cleaning and freed up the seized hinges on the passenger door with lots of WD-40.

Despite my search, an original petrol tank proved impossible to find; I was trying to make the car as complete as possible, so it would seem like an attractive proposition to someone. I



^ These door cards were an eBay find and came off a Swedish car, hence the circular tax disc above the pocket

reasoned that a car with parts missing, or one that requires welding is enough to take on, but one that requires both is seen as a much bigger deal. I needn't have worried, as it seems the prices of early Beetles are finally rising out of the doldrums where they lurked for so long, at least in the UK.

With the car now looking attractive enough to make me question my decision to sell, I put a tentative post on Instagram and Facebook to say I was cleaning the car up, prior to advertising it. I decided to chance my arm at £3k, as I'd seen a few pre '65 project cars being advertised for similar money recently. I honestly didn't think I'd get anywhere near that, but hey, I could always lower the price if necessary.

< Fortunately, I had most of the parts on hand I needed to make the car look more presentable and complete, so with a couple of nice days, I dived in

> The bargain £20 early rear seat was offered to me through Instagram; it was vinyl, rather than original cloth, but the cloth is available, so the new owner can re-cover it later



“ it seems the prices of early Beetles are finally rising out of the doldrums ”

Well, the long and short of it is I never ended up writing out a proper advert for the car; the Instagram post led to my inbox blowing up with interest and the car was sold in a couple of days to 'Buswelder' in Nottingham. He plans to use it as his wedding car later this year! The deal of £2900 included trailing it to Nottingham.

The car owed me around £1600, so even though I never intended to sell it, after expenses this left me with a tidy £1000 – and a Beetle-shaped hole in my life. One of these days I'll find a 'keeper' and be in the right situation to hang on to it for good. Having bought my first VW at 16 (I am now 42), I'd like a nice usable and original car to grow old with. ■

^ So often you only get a taste of how your car could look once you've decide to sell



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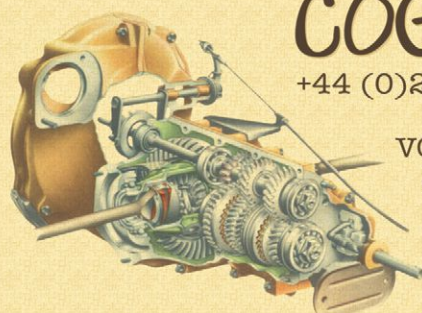
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Next month...

**VOLKS
WORLD**

Here's what's coming up in the July 2017 issue of *VolksWorld*, on sale Friday 2 June

Cool squared

Kid Dean's chopped Squareback has undergone a sympathetic restoration by owner James Russell, so we dropped by to see what all the fuss was about



Cutting the mustard

This left field '55 build is brimmed full of naughty but nice DIY features



Mango delight

Held together with primer, this '59 Split is now the ultimate weekend plaything



Listen to the band

Our how-to guide to making VW steel wheels a little bit wider

Don't miss it!

Beam swap

The Herbie Hospital reveals how it fits a new front beam axle on a Beetle

Words and photos Rob Hawkins

The front axle on all except 1302 / 1303 Beetles consists of two sets of transverse leaf springs contained within separate tubes that twist in a torsion bar motion to control the up and down movement of the upper and lower trailing arms, and subsequently the stub axles and the front wheels that attach to them. Over time, the exterior casing of the beam axle can become corroded, even though the inside is packed with grease. Rust commonly emerges around the seams of the shock towers, to which the top of the telescopic dampers are mounted.

If corrosion is not too far advanced, and you are a very competent welder, a beam axle can be restored but, as any welding to suspension points is technically an MoT fail, the best solution is to replace it. All major VW specialists can supply new, stock-style beam axle casings, or there are a number of specialists making them from scratch these days right here in the UK.

Unless you want to lower the car, or narrow the front end, all you need to do is remove the old one, strip it, bolt up a new beam and swap the parts over. Be aware, though, the new stock-style beams are invariably designed for left-hand-drive

JOB INFO

TOOLS NEEDED

Trolley jack and axle stands; angle grinder; brake pipe spanner; breaker bar; grease gun; hammer; mig welder; spanners / sockets; 10mm allen key; steel wire brush; steel toe-capped boots!

MATERIALS USED

Cable ties; degreaser; multi-purpose grease; penetrating fluid; paper towels / cloths; rust preventative paint; thread lock

TIME TAKEN

8 hours

COST DIY

£300



Working on a bare floorpan makes a beam swap a doddle, but be aware it's a lot more fiddly on a complete car

Beetles, so a small amount of modification work is required in order to use one on a right-hand-drive car. The steering damper mounting bracket and steering stop both need to be taken off the old beam and welded onto the new one.

We visited air-cooled specialist, The Herbie Hospital, in Leeds to follow them replacing a front beam on a rolling floorpan, which was destined for a charity build for Harewood VW Festival (GSF kindly donated the parts). As such, we had the luxury of being able to photograph the

beam swap without having to crawl underneath the car. Should you be doing this job with the bodywork still attached, we've provided steps to show which parts need to be removed to access the mounting points for the front beam.

The procedure shown here is using a late model balljoint beam with adjusters. While there are some additional things to consider on an earlier king and link pin car, the process for removing and re-fitting the beam itself is essentially the same. ■

The days of welding up rusty beams are behind us these days. Choose new, but make sure you know what you are buying. Believe it or not, LHD, narrowed and adjustable beams are more common these days than stock ones



CONTACTS AND COSTS

GSF Car Parts

Tel. 0121 626 7981

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Front axle beam

(GSF part no. 421VG0031)

£288.00

Caster shims

(GSF part no. 421VG0050)

£11.82

Caster shim bolts

(GSF part no. 421VG0060)

£6.00

Replace a Beetle front beam

Removing the old front beam

01 TANK AND BODYWORK MOUNTS

If you are working on a complete car, rather than a floorpan, first drain the fuel tank by detaching the fuel hose and collecting the contents in a suitable container. Remove the four tank hold downs and lift out the tank from above. The front of the body is secured to the top of the front beam with a couple of bolts, so undo these



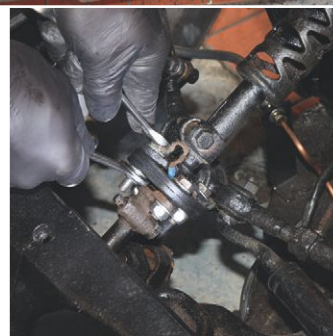
02 AXLE STANDS AND DAMPERS Raise and support the front of the car off the floor, supporting the floorpan with axle stands. Position a trolley jack under the front beam. Detach the front dampers. Depending on the year, they either protrude through the upper mounting points on the beam's shock towers, or bolt horizontally through them. At the bottom they are secured on a spindle that's part of each lower trailing arm



03 TRACK RODS AND BRAKE PIPES Detach the track rod ends connected to the steering arms at each front hub. First, remove a split pin, then undo the nut (19mm in our photo), before hitting the side of the steering arm with a hammer to help shock the track rod end's balljoint and release it. Detach the brake lines from the hubs



04 STEERING COLUMN AND DAMPER Undo the nuts and bolts that secure the end of the steering column to the short link that is connected to the steering box, allowing the front beam to be removed with the steering box attached. Remove the steering damper, secured at one end to the front beam, and at the other end to a steering link



05 BEAM MOUNTING BOLTS Apply plenty of penetrating fluid to the four mounting bolts for the front beam. You can try hitting them with a hammer to help shock them, before trying to carefully slacken them with a breaker bar and a suitable socket. The bolts can easily shear off, so don't be too aggressive. Work the bolts back and forth when undoing them



06 REMOVE THE BEAM The front beam can now be pulled forwards and away from the floorpan. Make sure the trolley jack is under the centre of the beam, and check it's balanced, then keep manoeuvring it forwards and out from under the car. Wear steel toe-capped boots to protect your feet, should the beam drop off the trolley jack



Replace a Beetle front beam

Stripping and cleaning



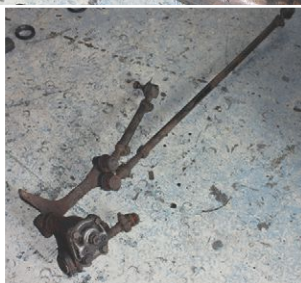
01 CLEAN THE FRAMEHEAD Tidy up the area of the floorpan where the front beam mounts. This is made of thick steel so, even if there is some corrosion present, cleaning up with a steel wire brush should be sufficient. Paint the surface with a suitable rust-preventative product. Also, clean the four threaded mounting holes that hold the beam in position



02 BRAKES AND ARMS Undo the nuts that secure the balljoints for the upper and lower arms to the hubs, and then separate them. Undo the securing nut, which holds each trailing arm to the front beam. Tap each arm with a hammer to slide it out of the front beam. Store them in the order of fitting



03 STEERING BOX AND LINKS The steering box is clamped around the upper tube of the front beam. Undo the fittings that secure it in position and remove it, along with its connection to the steering column and the two steering links for the front wheels. Place all of these parts aside for inspection and cleaning



04 LEAF SPRING BOLTS

Undo the central securing nut on the bottom of each tube, which conceals a bolt that keeps the leaf springs in position. Clean out the bolt heads thoroughly before undoing each one using a 10mm Allen key. Apply penetrating fluid if either one is seized



05 EXTRACT THE LEAF SPRINGS Secure cable ties tightly around the ends of the leaf spring packs, then pull them out of the beam. Make a note of which way round they are fitted as it is important they go back the same way. They should be covered in grease, if they're not the car has not been properly maintained



06 CLEAN TRAILING ARMS Clean off the old grease on the ends of the trailing arms using a clean cloth or paper towels. Apply fresh multi-purpose grease. Avoid getting dirt onto these components as it may contaminate the inside of the new beam and could result in excessive wear

Replace a Beetle front beam

Fitting the new beam



01 BOLT UP BEAM It's generally easier to fit a new front beam without any components attached to it. Raise it into position on a trolley jack, secure it with new mounting bolts and a little thread lock. Note the beam being fitted here has adjusters for lowering and also a pair of caster shims behind the lower tube, which help correct geometry on a car with a nose-down stance



02 RE-FIT THE LEAF SPRINGS Carefully feed the freshly greased leaf packs through the tubes of the beam, in the same tube and orientation as they came out. Once in position, fit the 10mm Allen key bolts. On a beam with adjusters, such as this, fit the semi-circular brackets and locking nuts over the two Allen key bolts. These can be moved up and down to adjust ride height



03 GREASE NIPPLES If you wish to re-use the grease nipples from the old beam, spray penetrating fluid over them before attempting to undo them. Alternatively, buy new ones. If you are using the old grease nipples, clean them in a degreasing solution first and check they are clear by pumping grease through them



04 TRAILING ARMS Check the balljoints on the ends of the trailing arms are in good condition, making sure they are not too slack and their dust covers are not split. If they are, this is an instant MoT fail, so do not re-use them.

Fit the upper and lower trailing arms with new seals and lots of clean grease. Re-fit the securing nuts, and then re-fit the hubs, attaching the balljoints on the ends of the arms. Re-fit the dampers



05 STEERING AND BODYWORK Re-attach all the steering components – steering box, steering damper, track rod ends and steering column. For RHD vehicles, cut off the steering damper mounting bracket from your old beam and weld it onto the new one. If you are not working on a bare floorpan, re-fit the two top beam fixings through the bodywork at the front



06 STEERING STOP The adjustable stop that limits overall movement will also need to be welded onto the new beam if the beam is in LHD format. This involves removing it from the old beam with an angle grinder, trial fitting it, and then welding it in position. Job done!



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BEETLE 1200



1985, £7,500. Manufactured in Mexico, imported from Germany, right hand drive, one owner, unrestored, serviced every 1000 miles, fsh, alloy wheels, ss exhaust, MoTd until November 2017, good no plate. Devon. 01822 613277

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VOLKSWAGEN EARLY BAY



1972, £10,500. Very good condition. No welding or rust underneath. Silver trim. New engine. Upgraded, immobilisers, CD player and large awning. Kept in garage all year round. Kent. 07816 624561 (PB)

VOLKSWAGEN EARLY BAY



1968, 66,000 miles, £17,500 ono. Tax free, LHD. Californian import. Calypso Campers interior. MoT September 2017. Many new parts. Extensive maintenance & restoration history. 3/4 width bed. Sink. Cooker. Fridge. Blazecut fire suppression system. Garaged. Electronic ignition. 15.6inch DVD Player. Dorset. 07593 706834 (RA)

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1972, 69,224 miles, £12,000. MoT 17th April 2017. Tax Exempt. South Gloucestershire. 01454 322248 (LH)

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1967, £18,250 ovno. Right-hand drive Very sound underneath and good body minor bubbling. Recent engine, gearbox, clutch and brakes. Fun to drive or project. Somerset. 01278 641271 (RA)

VOLKSWAGEN T2 WESTFALIA

1975, 32,000 miles, £28,500. Completely original, pristine 2 owners from new. Service history, original purchase receipt + other original documents. Original 2 Litre fuel injected engine in excellent condition. Interior superb. Lots of original extras. Lots more photos on application. East Sussex. 07725 485030 (RA)

VOLKSWAGEN T25



1988, 160,000 miles, £10,500. Full years MoT, new service, new starter motor and battery. Electric hook up, good runner, good condition ready to roll. Essex. 01702 219570 (RA)

VOLKSWAGEN T25 WESTFALIA ATLANTIC



£12,995. 1.6TD Great condition 1990 4-berth LHD model in rare Calypso Green, new reconditioned engine, full respray, and many original extras and features. Full service history, and more photos and information on request. Lancaster. 07719 163528 (RA)

VOLKSWAGEN T4



2002, 87,000 miles, £13,950. Red camper van. 4 berth. 2.5 litre diesel. Fridge, 2 burner hob, toilet. Fitted out 2015. Full pop-up roof. Good condition. Garaged. Devon. 01395 260460 (PB)

VOLKSWAGEN T4 CARAVELLE



2000, 143,000 miles, £12,999 ono. 4 berth, automatic, diesel 2461cc. Fully converted Reimo pip up roof. MoT March 2018. Fully serviced. Fridge, cooker, grill. Leisure battery and much more. West Midlands. 01213 531482 (RB)

VOLKSWAGEN T5 LWB



144,000 miles, £18,500. 180 bhp, Interior was handmade by Volksworld show winner of interiors, Rock and roll bed, curtains, sink, cooker, removable interior, private plate, leather seats, captains swivel chair, soundproofed, lowered, flip down Tv, Audi Led front lights, inside roof leather, scirocco steering wheel, new rims, stainless steel bull bars, stainless steel roof rack, speakers all round with sub, hard wearing floor. 07980 147636 (RA)

VOLKSWAGEN T4 CARAVELLE



1992, £3,000 ono. 2L petrol, manual, red. MOT July. 8 seater; original interior; bodywork in excellent condition. Regularly serviced. Leicestershire. 07805 802161 (RA)

VOLKSWAGEN T2 BAY WINDOW MICROBUS



£14,500. RHD. 9 seater micro bus. New Driver & Passenger seat covers. Original VW sprung rear seats. Full length sun-roof. Bare metal re-spray with 2 pack paint. New door and panel cards throughout. New roof liner. New window rubbers. New rubber seals throughout. Side step. 1 Year MOT. New TES refirb. engine (600 miles). Excellent condition. Hants. 07591 520226 (RA)

PARTS & ACCESSORIES FOR SALE

1 SET OF MK2 VW SCIROCCO ALLOY WHEELS



£580. Scala 14 inch 4 stud refurbished alloy wheels, diamond lip and face cut with black and in stunning condition, these alloys will fit mk1 golf £580. Please note no offers or no time wasters apply, as stated serious inquiries only buyer collects. West Midlands. 07867 840819 (RA)

GOLF MK1 ENGINE 1.8

£POA. Inlet manifold, for twincars Vauxhall Corsa, combo van. 1700 Diesel engine Izuzu. N.Reg VW front + rear wings. Tyne.wear. 07802 694668 (SN)

K&N FILTER

£40. Type 96-9152, unused in box, retails at £98.87, fits many cars (Vauxhall, VW 1978-1993). See list on website. Including postage. N.Ireland. County Down. 028 4461 2738 (DS)

MK2 VW GOLF GTI



£690. In very good condition, no wear on any of the bolsters, no rips or burn marks. Front and rear door cards. Old school classic. Birmingham. 07879 215057 (LH)

NOS BEETLE PARTS



£POA. CSP Torque bar, Bare Europa bumpers; Bugpack IRS rear anti-roll bar; large felt window channels; sunvisor; urethane gear-box mounts; rear quarter window rubber 52-64; throttle cable; points; front trailing arm grease seals; T3 tie-rod end. Details/photos on request. Stoke-On-Trent. 01270 749424 (LH)

SPARE WHEEL MOUNT

£Offers. Heavy duty front mounting. New still in original box. Never used. To fit T2 bay. (NLA VA parts) Now £44 cost £35. Collect or add delivery cost. Wiltshire. debby.turner@talktalk.net (PB)

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VOLKSWAGEN T5



2010, £350. Genuine T5 Sportline 18in wheels 235 50 ZR 18 tyres approx 1/2 worn. Pre facelift grill and lights, offers. Northamptonshire. 01604 645989

VW BAY SEATS

1972, £250. Driver and passenger seats from UK spec Bay, professionally upholstered in Newton commercial cream over red seat covers, in excellent condition. North Yorkshire. 07990 707771

VW GOLF GTI 1.8 ENGINE

£POA. In good condition. Bristol. 07502 032532

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2012 VW T2 Diamond 5 Seat Classic, ONLY 1,513 miles, 1.4 water-cooled petrol engine, single gas hob, sink, fridge freezer, buddy seat, leisure battery, mains hook up, raising roof, roof rack, side step, chrome hubcaps, MP3 Compatible CD Radio, Flower Sticker Pack, plus even more. **£34,995.** Ref: AEL



2016 VW T2 Danbury Diamond 5 Seat SE, 20,811 miles, 1.4 water-cooled engine, 2 burner gas hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof with roof bed, cream leather upholstery, MP3 compatible CD Radio, Freeview TV/DVD system, chrome bumper, alloy wheels, roof rack & much more. Great value for an upscale model. **£39,995.** Ref: VWL



2009 VW T2 Danbury Diamond 5 Seat Classic, 48,643 miles, 1.4 air-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof, roof bed to make 4 berth, alloy wheels & much more. **£30,995.** Ref: ACY



2017 Last Edition VW T2 Diamond, 0 Miles, 1.4 water-cooled engine, leather upholstery, gas grill and hob, fridge freezer, sink, leisure battery, mains hook up, heated windscreen & rear window, CD radio, raised roof & more. **£54,597.** Ref: 2555



2010 VW T2 Danbury Rio SE, 77,836 miles. 1.4 water-cooled engine, 2 burner hob, oven, grill, sink, fridge freezer, leisure battery, 240v mains hook up, lowered-suspension, alloy wheels, Freeview TV/DVD system & much more. **£33,995.** Ref: BON



2008 VW T2 Danbury Diamond 5 Seat Classic, 52,500 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, raising roof & more. **£29,995.** Ref: DKA



2015 VW T2 Diamond SE, ONLY 3,623 miles, 1.4 water-cooled petrol engine, 2 burner gas hob, grill, sink, fridge freezer, 15" alloys, chrome bumper, roof rack, POWER STEERING, air conditioning, Cream leather interior and plenty more. **£56,995.** Ref: 3071



2002 VW T2 Danbury Rio 4 Seat Classic, 21,036 miles, 1.4 air-cooled engine, 2 burner gas hob, gas grill, fridge freezer, sink, leisure battery, mains hook up, heated windscreens, CD radio, extra side table, buddy seat & much more. **Only £21,995.** Ref: LLR



2015 VW T2 Danbury Rio 4 Seat SE, only 1,645 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, leather trim, full chrome exterior, power steering, alloy wheels, custom painted dash & much more. **£51,995.** Ref: OMW



2013 VW T2 5 Seat Classic, only 9,540 miles. 1.4 water-cooled petrol engine, custom camping interior, single portable camping stove, 12v fridge, sink, leisure battery, high spec CD radio & more. **£30,995.** Ref: XDM

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Getting better all the time

Robin Wager remembers the arrival of 12V electrics and the 1500 Beetle. Indeed, he was so impressed he bought one...

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T

oyota often claims the world record for production of a single model with its Corolla. However, most people know that the classic (air-cooled) Beetle is the real record holder, thanks to remaining basically the same design, while

being slowly developed with often minor annual changes and improvements.

When *Safer Motoring* magazine launched in 1961, the Beetle had already witnessed changes to the rear window, from Split through Oval to Rectangular. Then,

in 1966 VW finally came up with another long awaited change: 12-volt electrics. We shouted about it in the September 1966 issue, but wait – if you read on, you would have found that this applied only to the Type 3 and commercial vehicles. The

Beetle would have to wait a little longer, although the consolation prize was a new, early cut-in generator that provided charging at lower engine speeds.

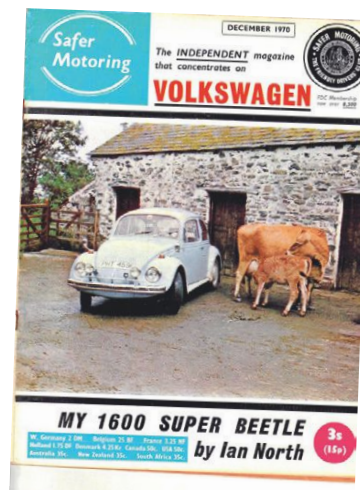
There was, however, to be a major addition to the Beetle range for 1967 – the new 1500. Possibly the best model ever from a performance point of view. We reported that the new 1493cc engine developed 53hp (SAE) at 4200rpm, and max torque of 75.2lb.ft at a mere 2000rpm, while changing the diameter of crankshaft and generator pulleys respectively increased the power of the fan to meet its cooling requirements. A different look was given to the engine compartment courtesy of a new, larger oil bath air cleaner, and revised intake air preheating hoses.

Next in order of importance came new disc brakes on the front axle, as in the Type 3, with modified rear drums, and wheel retaining bolts reduced from five to four. At the rear, track was widened and an anti-roll bar ('equalizer spring' in VW-speak) introduced to improve

cornering attitude.

Bodywise, the only perceptible external change was the slightly tweaked shape of the engine lid, providing near vertical mounting for the licence plate. Inside, there was a new-style facia

➤ Robin's 1500 making a star appearance on the cover of December 1970's *Safer Motoring*. He liked it, but the paint was rubbish...



with circular, soft black knobs, and a new door locking arrangement with plunger buttons on the window sills.

Bumpy ride

Gradual change, therefore, remained the order of the day for the 1967 model year. But we did finally get our wish for 12V Beetle electrics sooner than expected – the very next year, to be precise, with 1968 models thus equipped. The headlights were also redesigned to sit vertically in the wings – although it didn't seem to make much improvement!

I bought a 12V 1500 Beetle in 1969. A year-old car in attractive Zenith Blue, it had done just 12,000 miles. My wife and I drove it to the Costa Brava the following year, where it performed faultlessly. The newest car I had ever owned, I looked after it like a baby and, while using it to commute, garaged it every night, changed the oil every 3000 miles, and always enjoyed the performance.

Eventually I fitted a Witter towbar and we tried a caravan holiday, the Beetle towing a small van to west Wales with apparent ease.

About three years later, I remember noticing tiny pimples in some of the paintwork. Eventually the 'micro-pimpling' was evident all over, and while you had to look pretty closely to see it, it obviously wasn't right. Time to write to Volkswagen GB...

As many owners had reported to the magazine before, VW didn't really want to know about paintwork. They asked that the car might be inspected by a rep at the local dealership, following which I received a reply to the effect that it had clearly been affected by bird droppings left on the paintwork, which was beyond their control and therefore they couldn't help. I could see I was on to a loser here and reluctantly sold the car soon afterwards. I have since learned that many Beetles built around that time appeared to have suffered similar paintwork symptoms, possibly due to poor factory preparation, and I guess VW had been kept fairly busy refuting claims. ■

"I looked after it like a baby..."

✓ The 1500 marked a significant advance and some still think it's one of the best Beetles ever



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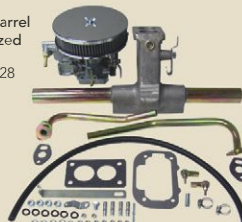
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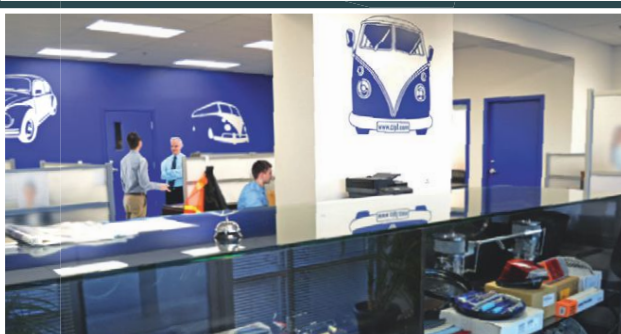
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